1985-1989 Capital Program

BUDGET SUB-COMMITTEE MEMBERS' REVIEW REPORTS

THE MUNICIPALITY OF METROPOLITAN TORONTO
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THE MUNICIPALITY OF METROPOLITAN TORONTO

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January 3, 1985

SUMMARY REPORT OF THE 1985 - 1989 CAPITAL PROGRAM REVIEW

BY: CONTROLLER MORRISH

METROPOLITAN TORONTO AND REGION CONSERVATION AUTHORITY

(In $000's)

(METRO SHARE)

	1985	1986	1987	1988	1989
Targets as approved by Council (February 28, 1984)	2,000	2,000	2,000	2,000	-
Gross Metro Share	2,409	3,497	3,656	3,229	2,860
* Less: City of Scarborough Revenue	608	900	526	-	-
Net Metro Contribution	1,801	2,597	3,130	3,229	2,860
Recommended Funding	1,801	2,597	3,130	3,229	2,860
Effect on Establishment					
Cumulative Staff Requirements	1	1	1	2	2

* Re: Item No. 5 - Bellamy Road Ravine

Recommendations:

It is recommended that:

1. The Authority report to the Budget Sub-Committee on an implementation schedule for resolving the financial recommendations contained within the M.T.R.C.A. review (see Page's 2 and 4).

2. Other External Funds on Item No. 6 - Bellamy Road Ravine be increased by $608 thousand in 1985, $900 thousand in 1986 and $526 thousand in 1987 (see Page 5).

3. Funding requirements for existing projects past the limits of current Metro Council approvals, be identified in the Capital Program as new projects (see Page's 2 and 3).

Overview

A review of the M.T.R.C.A. which examined the future funding of Authority projects by member municipalities and the Province, was concluded in 1984. The recommendations from this review concerning renegotiation of various member funding arrangements have received little attention to date. It is recommended that the Authority provide an implementation plan and time frame for the financial recommendations contained in the M.T.R.C.A. Review.

In the 1984-1988 Capital Program the Authority submission indicated that funding was not required past 1986. This condition was unrealistic as it related to only those existing, approved projects which were nearing completion. The Authority was requested in future capital programs to provide an estimate for all projects forecast within the program, not just those with existing Metro approval. This request was complied with and estimates were added to exiting projects and new projects were identified. In cases where future estimates have been added to existing projects, these have been identified as new projects (as shown in the attachment) to maintain the integrity of the existing project costs and Ontario Municipal Board approvals.

The Bellamy Road Ravine project included in this program requires contributions of $360 thousand from Metro and $2,034 thousand from Scarborough. Metro Council approved this project subject to the condition that Provincial subsidy be given without prejudice to existing M.T.R.C.A. programs. This condition has yet to be verified since Provincial approval has not been received on the project.

The 1985 Capital Estimate for the M.T.R.C.A. is below target. The 1985 program requires $2,897 thousand in Provincial Subsidy and $218 thousand from other member municipalities for implementation (excluding Scarborough). By contrast, the 1984 projected actual subsidy to be received for a very similar 1984 program is $1,422 thousand, or approximately one-half of the 1985 request.

Three new projects are included in the latter part of the program for flood control measures at sites where flooding is a regular problem. Improvements to the existing flood warning communication system is also in the program, as recommended by a Coroner's jury.

Project Comments

The following projects are selected for comment based on the size of project, relationship with an area municipality or specific adjustment made to the project.

Works in Progress Projects

(Recommendation No. 3)

Items 1 to 5 are existing projects which end in 1986 and have Metro Council approval to that period. These projects are of a continuing nature and consist of a variety of projects at different sites scheduled and financed over a period of time. In this program the Authority included funding estimates past 1986 to provide the municipality with a forecast of future funding requirements.

The post-1986 funding represents new projects rather than additions to existing projects and should be identified as such in the program. It is recommended that funding requirements past the limits of current Metro Council approvals, be identified in the Capital Program as new projects (see Attachment I).

Item No. 5: Lake Ontario Waterfront Development 1982-1986

(Recommendation No. 1)

	1985	1986	1987	1988	1989
Request	873	1,722	1,862	1,862	1,862
Recommended Funding	873	1,722	1,862	1,862	1,862

While Metro has expressed an interest in speeding up waterfront park development, this project in the years 1986-1989 would almost entirely consume the target. The renegotiation of this project with both Durham and the Province, as recommended in the M.T.R.C.A. Review, will also have implications for the future.

Provincial funding of this item in recent years has fallen far behind the level of development approved by Metro Council. In 1984, for example, Metro approved a waterfront program requiring $1,112 thousand in subsidy and it is projected that the Province will respond with $565 thousand in 1984 or 50.7% of the requirement.

Presently, Metro pays about 93% of the municipal share of this project with Durham paying approximately 2%. The remaining non-waterfront municipalities share in 5% of the cost. Estimated 1985 expenditures within Metro boundaries represent 81% of the total, with 19% of expenditure occurring in Durham Region. Program expenditures by municipality are disproportionate to the program financing in both 1985 and over the life of the project.

The above comparison illustrates the importance of renegotiating relative municipal shares which more closely reflect actual benefits received (recommendation No. 1). In addition, very extensive land acquisition has been identified along the Durham waterfront in future years of this project. Approximately 250 lots, part lots, waterlots or blocks of land are anticpated for future acquisition in Durham. This concern is dealt with in the M.T.R.C.A. review and therefore will be considered if recommendation No. 1 is approved.

Item No. 6: Bellamy Road Ravine

(Recommendation No. 2)

	1985	1986	1987	1988	1989
M.T.R.C.A. Request (Metro Share)	608	900	661	225	-
Less: City of Scarborough Revenue	608	900	526	0	-
Net Metro Contribution	0	0	135	225	-
Recommended Funding (Metro Share)	608	900	661	225	-
Less: City of Scarborough Revenue	608	900	526	0	-
Recommended Net Metro Contribution	0	0	135	225	0

This project was approved by Metro Toronto Council in E.C.R. No. 16, June 26, 1983. Project approval was conditional upon Provincial subsidy being given without prejudice to existing M.T.R.C.A. programs. The project called for a Scarborough contribution of $2,079 thousand, leaving a net Metro contribution of $179 thousand for the total project. Metro contributes in direct relation to the erosion control measures necessary. The Scarborough interest is in controlling the storm water by piping of the runoff waters. The 1985 and 1986 estimated expenditure for this project will entirely be offset by the Scarborough contribution.

The project has increased in cost by a total of $136 thousand. In addition, the portion of the project relating to erosion control has been altered, changing the cost sharing arrangements between Metro and Scarborough. The revised total net Metro Share is $360 thousand compared with the original $179 thousand. A study now in progress will detail and provide justification for the project changes as described above. It will be necessary for the Authority to obtain Metro approval for the estimated cost increase and revision in cost sharing. If Metro does not approve these adjustments, the Authority will not levy for them.

It will be necessary to apply the contribution from the City of Scarborough directly to this project's financing as Other External Funds. It is therefore recommended that Other External Funds be increased by $608 thousand in 1985, $900 thousand in 1986 and $526 thousand in 1987.

Appended to this report is the following:

ATTACHMENT I - Recommended 1985-1989 Capital Program Summary

ATTACHMENT I
Page 1 of 2

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR CONSERVATION AUTHORITY (METRO TORONTO SHARE)

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	ESTIMATED EXPENDITURES (GROSS) 1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
					THOUSANDS OF DOLLARS							
SUMMARY												
WORKS IN PROGRESS		7096 ~~15,307~~	6,654	2741 ~~2,666~~	1,765	2,590	0 ~~2,876~~	0 ~~2,772~~	0 ~~2,718~~	4355 ~~12,721~~	0	
WORKS WITH SOME COMMITMENT		0 ~~2,394~~	0	0	0 ~~600~~	0 ~~900~~	0 ~~661~~	0 ~~233~~	0	0 ~~2,394~~	0	
WORKS WITH NO COMMITMENTS MADE		11296 ~~536~~	0	0	644 ~~36~~	907 ~~7~~	3656 ~~119~~	3229 ~~232~~	2860 ~~142~~	11296 ~~536~~	0	
GROSS EXPENDITURE		18392 ~~18,317~~	6,654	2741 ~~2,666~~	2,409	3,497	3,656	3,229	2,860	15,651	0	
SUBSIDIES		0	0	0	0	0	0	0	0	0	0	
GRANTS		0	0	0	0	0	0	0	0	0	0	
OTHER EXTERNAL FUNDS		2034 ~~0~~	0	0	608 ~~0~~	900 ~~0~~	526 ~~0~~	0	0	0	0	
NET CAPITAL EXPENDITURE		16358 ~~18,317~~	6,654	2741 ~~2,666~~	1801 ~~2,409~~	2597 ~~3,497~~	3130 ~~3,656~~	3,229	2,860	13617 ~~15,651~~	0	
WORKS IN PROGRESS:-												
1 *LAKE ONTARIO SHORELINE MANAGEMENT 1984/86	1	985 ~~2,200~~	985 ~~985~~	353 ~~368~~	328	304	0 ~~450~~	0 ~~450~~	0 ~~450~~	632 ~~1,982~~	0	
2 *EROSION AND SLOPE STABILIZATION	2	942 ~~1,617~~	540 ~~540~~	492 ~~402~~	225	225	0 ~~225~~	0 ~~225~~	0 ~~225~~	450 ~~1,125~~	0	
3 LAND ACQUISITION - FLOOD CONTROL	3	546 ~~1,089~~	1,677	184	181	181	0 ~~181~~	0 ~~181~~	0 ~~181~~	362 ~~905~~	0	
4 *HIGHLAND CREEK EROSION CONTROL	4	463 ~~675~~	113	147	158	158	0 ~~160~~	0 ~~54~~	0	316 ~~528~~	0	
5 *LAKE ONTARIO WATERFRONT DEVELOPMENT 1982-1986	5	4410 ~~9,746~~	3,339	1,565	873	1,722	0 ~~1,862~~	0 ~~1,862~~	0 ~~1,862~~	2595 ~~8,181~~	0	
		7096 ~~15,307~~	6,654	2741 ~~2,666~~	1,765	2,590	0 ~~2,876~~	0 ~~2,772~~	0 ~~2,718~~	4355 ~~12,721~~	0	

ATTACHMENT I
Page 2 of 2

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR CONSERVATION AUTHORITY (METRO TORONTO SHARE)

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	ESTIMATED EXPENDITURES (GROSS) 1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
					THOUSANDS OF DOLLARS							
WORKS ON WHICH NO ~~PHYSICAL CONSTRUCTION HAS COMMENCED BUT ON WHICH CERTAIN~~ COMMITMENTS HAVE BEEN MADE												
6 *BELLAMY ROAD RAVINE	6	2,394	0	0	608	900	661	225	0	2,394	0	
7 FLOOD WARNING COMMUNICATION SYSTEM	7	64	0	0	36	7	7	7	7	64	0	
8 *FLOOD CONTROL REMEDIAL WORKS DON RIVER AT BAYVIEW	8	112	0	0	0	0	112	0	0	112	0	
9 *FLOOD CONTROL REMEDIAL WORKS BLACK CREEK,JANE ST/WESTON RD	9	225	0	0	0	0	0	225	0	225	0	
10 *OTHER METRO FLOOD CONTROL WORKS	10	135	0	0	0	0	0	0	135	135	0	
11 * LAKE ONTARIO SHORELINE MANAGEMENT 1987/89	11	1350	0	0	0	0	450	450	450	1350	0	
12 * EROSION AND SLOPE STABILIZATION 1987/89	12	675	0	0	0	0	225	225	225	775	0	
13 LAND ACQUISITION-FLOOD CONTROL 1987/89	13	543	0	0	0	0	181	181	181	362	0	
14 * HIGHLAND CREEK EROSION CONTROL 1987/89	14	212	0	0	0	0	158	54	0	212	0	
15 * LAKE ONTARIO WATERFRONT DEVELOPMENT	15	5586	0	0	0	0	1862	1862	1862	5586	0	
		11296	0	0	644	907	3656	3229	2860	11296	0	

NOTE: * INDICATES THAT AN ENVIRONMENTAL ASSESSMENT MAY BE REQUIRED FOR THIS PROJECT

December 27, 1984

SUMMARY REPORT OF THE 1985 - 1989 CAPITAL PROGRAM REVIEW

BY: CONTROLLER MORRISH

PARKS AND PROPERTY DEPARTMENT

(In $000's)

	1985	1986	1987	1988	1989
Net Cost					
Targets as Approved by Council (February 28, 1984)	3,500	3,500	3,500	3,500	-
Department's Request	5,820	6,214	7,144	5,899	3,863
Recommended Funding	3,925	5,734	7,754	7,215	4,080
Effect on Establishment					
Cumulative Staff Requirements	0	7	22	28	32

Recommendations:

It is recommended that:

1. An amount of $145 thousand be deferred from 1985 to 1986 for the Toronto Island Sewers project (Item No. 2, page 5).

2. The Toronto Island Development (Item No. 17, page 13) be adjusted as follows:

Transportation System - $500 thousand be deleted from 1985 and $525 thousand be added to 1986

Wavepool - $300 thousand be deleted from 1985
- $600 thousand be deleted from 1986
- $960 thousand be added to 1987

3. An amount of $150 thousand be deferred from 1985 to 1989 for the West Humber Development (Item No. 19, page 15).

4. The amounts of $350 thousand in 1987 and $200 thousand in 1988 be deferred to the post-1989 period for the Black Creek Development project (Item No. 21, page 16).

5. The cash flow for the Metro Toronto Greenhouses project (Item No. 30, page 23) be deferred one year as follows:

   - $800 thousand be deferred from 1985 to 1986
   - $1,400 thousand be deferred from 1986 to 1987
   - $1,400 thousand be deferred from 1987 to 1988.

Summary of Recommendations

(See Attachment 1)

If the above recommendations are approved with accompanying grant changes the revised program at the net expenditure level would be as follows:

Item No.	Name	1985	1986	1987	1988	1989
Program as Submitted		5,820	6,214	7,144	5,899	3,863
Recommended Reductions/(Additions):						
2	Toronto Island Sewers	145	(145)			
17	Toronto Island Development					
	- Trackless Train	500	(525)			
	- Wavepool	300	600	(960)		
19	West Humber Development	150	(50)			(150)
21	Black Creek Development			350	84	(67)
30	Metro Toronto Greenhouses	800	600		(1,400)	
	Recommended Program	3,925	5,734	7,754	7,215	4,080

Overview

The Department's capital works program provides funding for passive recreational parkland and amenities, gardens, selected sport and active recreational facilities, and transportation services to and on the Toronto Islands. On a gross expenditure basis the 1985 program is $6,400 thousand, representing an increase of $3,090 or 93% over the 1984 approved gross expenditure of $3,310 thousand. On a net basis the submitted 1985 program is $5,820 thousand, as compared to the 1984 approved estimate of $2,120 thousand. The annual targets set for each year by the Budget Sub-Committee and approved by Council are $3,500 thousand. The targets were revised upward from $2,000 thousand to accommodate the expanded program.

The Department's request over the entire five-year period and in balance to completion has increased over the 1984-1988 approved program. On December 6, 1983, Metro Council adopted the Ten-Year Concept Plan of Major Recreation Facilities for the Parks System. This plan discussed: the continuation of the valleyland trail and bicycle path system over the next decade and requisite service facilities, the land acquisition required for, and the development of recreational facilities, further development on the Toronto Islands and other miscellaneous regional recreational items. In recommending approval in principle of the report, the Executive Committee stipulated that individual reports are to be submitted to Council for approval prior to commencement of each project. Further Council approval, in fact, is required for each project and for the awarding of contracts and major purchases. Thus, the individual projects contained in the Plan will be reviewed by Council further in each subsequent year's Capital Works Program (CWP), at the specific approval stage and at the award of contract.

Attachment 3 provides a summary of completion rates of projects undertaken in 1984.

Provincial Grants and Subsidies

Total Provincial grants and subsidies in the amount of $580 thousand are anticipated for 1985. The Ministry of Transportation and Communications provides 75 per cent funding of ferry transportation capital costs. The 1985 expected total is $405 thousand. These subsidies are usually received in the year following Metro's expenditure. A major increase in MTC subsidies for the Parks and Property Department's operation is budgeted for the post-1989 period ($4.5 million total) intended for the purchase of a new ferry. The Department anticipates distributing the expenditures and consequently the receipt of the subsidy over several years.

A number of Wintario grants have been included for the first time pertaining to projects in the 1985-1989 program. These grants, at 33 per cent of gross expenditure, are expected in the following year for work which opens up new parkland for public use. After discussions with senior officials of the Ministry of Culture and Citizenship, the Department included grants for Items 5, 7, 10, 11, 13, 17, 19, 20, 21, 22, 23, 24 and 25. The total expected for receipt in 1985 is only $175 thousand, on a gross expenditure of $6,400 thousand. Therefore, the risk of exposure to Metro if the funding is not received is not great for the current year. The Wintario funding policy has changed frequently in the past and therefore, the receipt of these grants, especially in future years, cannot be viewed with certainty. However, based on the Department's best appraisal of proposed Wintario policy, the expected grants should remain in the program, reducing Metro's net expenditure. Adjustments can be made in future CWP's, if warranted.

It should be noted that a $165 thousand grant from the heritage program of the Ministry of Citizenship and Culture which had been budgetted in 1983 for the Toronto Island Church Renovation project was not received as a result of lack of Provincial funds.

Comments on Individual Projects

Projects are subdivided into three categories. Works in Progress (Items 1 to 13), works on which no physical construction has commenced but for which some commitments have been made (Items 14 to 17) and New Projects with no commitments (Items 18 to 30). All projects have been reviewed; however, comments will primarily be made on those which are of a special nature, of high potential cost or which have major planning implications. The funding shown below is at the gross expenditure level.

Works In Progress

Item No. 2: Toronto Island Sewers

(Recommendation No. 1)

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	235	-	-	-	-	-	3,075
Recommended Funding	90	145	-	-	-	-	3,075

This project was approved by Council in 1976 to facilitate the completion of the sewer installation in the park area in the vicinity of the Toronto Island Marina. The City of Toronto completed the required sewer system installation work in 1984. Metro's portion of the project has been delayed for a number of years because it is dependent upon the Marina operator's completion of his share of the work at the Marina site. Further delay is expected, therefore, it is possible to defer $145 thousand of the funding provided for 1985 to 1986.

Item No. 3: Toronto Island Marina

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	55	-	-	-	-	-	540
Recommended Funding	55	-	-	-	-	-	540

The remaining funding is to provide for landscape work in the marina site area in accordance with the master development agreement for the Marina (see Item No. 2). In 1985, the department intends to proceed with landscaping work in the area surrounding the marina.

Item No. 9: Beare Road Ski Facility

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	140	175	1,675	1,675	-	-	3,800
Recommended Funding	140	175	1,675	1,675	-	-	3,800

On October 1, 1982, Metropolitan Council approved the development and maintenance by Metro of a regional ski hill facility on the closed Beare Road landfill site. At this time, Council also approved the termination of a 1974 agreement with the City of Scarborough which had turned the landfill site over to the City for 99 years for the development by Scarborough of a ski hill from funds accumulated in a reserve fund.

The 1983 Capital Program contained funding for the construction of the ski hill with the major expenditure of funds proposed for 1985 and 1986. In the 1984-1988 CWP, the Department delayed the start of the main construction period for two years until 1987 to allow Metro Works to close the landfill site and to allow for slope stabilization.

The project cost estimate has increased by 23 per cent from last year's CWP for two reasons. Costs had not been adjusted for inflation because of the two-year shift in construction and, secondly, estimates for the provision of services have been increased. The Department indicates that preliminary estimates had been based on the provision of water, electricity, the sewage component and road access to the site in conjunction with the MetroGreen project. Since the MetroGreen issue has not been resolved and construction prior to 1987 is not presently anticipated, the Beare Road Ski Facility estimates have been increased to provide for complete costing for the services in the estimate for the Beare Road facility.

The project has escalated in cost from that originally considered. In 1973 consultants indicated to the Works Department that a ski hill on this site would cost approximately $750 thousand. By 1979-80, the cost was revised to $1,350 thousand to account for inflation. When Council considered the report on the Beare Road Ski hill on October 1, 1982, the cost was estimated as $3 million with $75 thousand being identified as the additional cost if MetroGreen did not proceed. The report from the Commissioner of Parks and Property stated that the increase from $750 thousand to $3 million was due not only to inflation but also to changes in site servicing.

Council was informed that $2.1 million would be available from the reserve fund for use for construction beginning in 1984 and that a Wintario grant of $660 thousand was possible. It is presently anticipated that the reserve fund will provide $2.7 million for construction while the Wintario grant is no longer anticipated. Thus, the estimated absolute capital financing required from debentures or capital from current has risen from $340 thousand to $1.1 million.

It should be noted that annual net operating losses are expected in the magnitude of $100 thousand (1984 $). The fiscal impact incorporated heating by natural gas, not methane. High maintenance costs may be necessary to overcome the technical problems of operating a ski hill on a landfill site.

Item No. 10: East Don Development

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	250	200	100	125	125	-	900
Recommended Funding	250	200	100	125	125	-	900

This project continues the trail and parkland development in the valleylands of the East Don River from Duncan Mills Road to Finch Avenue. The project was approved by Council, March 27, 1984, with approval of $200 thousand and was included in the Ten-Year Concept Plan.

The gross expenditure has risen by $500 thousand from that indicated in the 1984-1988 CWP and in the initial report. The increase is attributed to more detailed costing having been undertaken by a consultant and the railways' requirements for extra bridge construction. Operating costs of the developed park are expected to increase by $70 thousand, employing two staff positions.

Item No. 13: Rosetta McLain Gardens

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	300	150	150	75	-	-	750
Recommended Funding	300	150	150	75	-	-	750

Development is already underway on this garden park in the City of Scarborough. The first phase of the project costing $270 thousand was approved by Council on March 27, 1984. No indication was given in the report of the total cost of the project. In the 1984-88 CWP, the development cost of the proposal was given as $550 thousand. No Provincial grants were anticipated. In this year's CWP, the total cost has risen by 27 per cent to $750 thousand. The Department explains that this increase is due to more detailed costing having been undertaken after the preparation of the original estimate. In this year's CWP the Department has included $225 thousand as anticipated Wintario funding.

The operating cost of the project, once developed, is estimated as $120 thousand in 1984 dollars requiring the addition of two staff members as maintenance requirements are high for garden parks.

Works With Some Commitment

Item No. 14: Guildwood Park Development

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	-	150	500	500	-	1,000	2,150
Recommended Funding	-	150	500	500	-	1,000	2,150

In the 1983 capital program of the Parks and Property Department provision was made for funding for both the Guild Inn and the surrounding parkland, Guildwood Park. The Inn, itself, was not considered part of the targets of the Department. With the establishment of the Board of Management of the Guild Inn, the Inn presents its own budgetary requirements. The Parks and Property Department has provided $2,150 thousand for the development of Guildwood Park according to the estimates contained in the existing Guild Inn Master Development Plan. The proposed program consists of access improvements, sculpture gardens, convenience facilities and landscaping.

Bill 57, establishing the Board, requires that a study be conducted on the most appropriate use and future organization of the Inn and adjoining lands. The Board is to submit its recommendations on the above matters to the Minister of Municipal Affairs and Housing and to Metropolitan Council by June 16, 1985. Given that deliberations by Council and the Province could at the earliest take place in the fall of 1985, parkland development work would likely not begin until 1986.

The costs shown are preliminary and will be revised and reviewed once the studies are completed.

Item No. 15: Earl Bales Park - Open Air Theatre

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	150	1,650	-	-	-	-	1,800
Recommended Funding	150	1,650	-	-	-	-	1,800

This project provides for a 1,500 - seat open air Sharespearean - style permanent theatre to be used most frequently by Skylight Theatre Inc. Council approved the outdoor theatre project in principle on October 15, 1982, with the condition that Skylight Theatre raise one-third of the required funding before any further commitment is made for actual construction and providing that one-third of the cost is forthcoming from Wintario grants. On May 27, 1983, Council adopted the recommendation that the submitted design concept and location for the outdoor theatre be approved once financial arrangements for the project are confirmed.

The original approval stipulated that Skylight Theatre would raise its one-third share of the capital costs by September 30, 1983. This deadline was extended by Council to September 30, 1984, because the Ministry of Citizenship and Culture would not accept applications for grants until later in 1984. The Minister has now confirmed that a grant of $500 thousand will be awarded. Also, a $300 thousand grant has been secured by the proponent from the federal government. In a report approved by Council on October 23, 1984, it was pointed out that the proponent had $96.7 thousand in pledges of which $31.2 thousand was available in cash as its share of the capital costs. By Clause 1 of the Parks, Recreation and Property Committee's Report No. 12, Council on October 23, 1984, approved the deferral of the project in the capital works program until the project funding was totally in place. Thus, the Department has adjusted the 1985-1989 CWP to reflect the major portion of construction occurring in 1986 and also has adjusted the estimate for inflation after maintaining it at a constant dollar level for several years. Construction was originally anticipated in 1984.

The cost of the project has risen from $1,500 thousand in 1983 dollars to $1,800 thousand as a result of the delay. In this year's program, an amount of $150 thousand has been budgeted for 1985 to provide for the preparation of architectural drawings and specifications with physical construction beginning in 1986.

The Department has maintained Metro's share of the increased total cost at one-third, or $600 thousand and it is recommended that this limit be maintained.

It is expected that the proponent will raise $600 thousand, representing its share of the undertaking before any commitments are made and that the Province of Ontario will be approached for an additional grant of $100 thousand.

It should also be noted that reports to Council on operating costs, ticket prices and financial impacts will be made by the Commissioner of Parks and Property, the Director of Cultural Affairs and the Commissioner of Management Services once confirmation in a form satisfactory to the Metropolitan Treasurer has been received of the availability of the proponent's share of the capital costs.

Item No. 17: Toronto Island Development - Various Projects

(Recommendation No. 2)

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	3,000	3,100	600	400	650	2,500	10,500
Recommended Funding	2,200	3,025	1,560	400	650	2,500	10,585

The amount of $10.5 million includes proposed funding for a number of projects on the Toronto Island: renovation of the former filtration plant ($900 thousand), island trackless train ($1,525 thousand), wavepool and slide ride ($3.8 million), urban farm ($1.6 million) and other miscellaneous items ($2,675 thousand). (See Attachment 4 for further detail.) The total project cost has risen in comparison to the 1984-88 CWP because of the addition of items identified by the Department in the Toronto Island Concept Plan which was approved by Council on June 8, 1984.

The Department did extensive public surveying and planning work to respond to Council's direction to prepare a plan for the orderly development of this major public asset now that the future of the Island residential community is less uncertain.

On November 20, 1984, Council approved the acquisition of an on-Island ground transportation system, improvements to the Long Pond Regatta course, and the renovation to the Works Department's former filtration plant for purposes of parks maintenance and storage for the trackless train. These items were costed in detail at $2,850 thousand in the Toronto Island Concept Plan report but were not broken down individually in the report seeking specific approval.

The Toronto Island Concept Plan contained cost estimates for the major individual items, however a large upward revision in this CWP has been made to the cost of retrofitting the former filtration plant in comparison to the Toronto Island Concept Plan report. Other estimates are in line with those approved in the Concept Plan.

Transportation System

The cash flow for the trackless train component of this project appears to need adjustment. The Department has included the full cost of $1,500 thousand in the 1985 estimate for the transportation system. In its planning studies, the Department expected that a long lead time (18 months) would be required for the full delivery of the on-Island transportation system. The approval to retain a firm of consulting engineers to prepare specifications was given on November 20, 1984. The award of contract is not expected until March, 1985. For cash flow purposes, it is recommended that $500 thousand be deferred to 1986 from 1985. With inflation, the 1986 estimate should be increased by $525 thousand.

Wavepool

The amount of $3.8 million has been included for a wavepool and slide ride facility on Hanlan's Point. The Department was requested by Council to prepare a proposal call to determine private sector interest in operating the pool and simultaneously to report further to the Parks, Recreation and Property Committee on the costs and revenues expected if Metro ran the facility.

In order to allow time for the proposal call to be issued, received and evaluated, the cash flow in the program should be adjusted to provide for possible Metro expenditures, if required. Thus, it is recommended that the program be adjusted to reflect the following cash flow:

	1985	1986	1987	Total
Submitted	400	3,100	300	3,800
Recommended	100	2,500	1,260	3,860
	(pre-engineering)	(start construction)	(finish construction)	

If Metro Council awards the project to a private firm as a result of the proposal call or decides not to proceed with the project no expenditures will be made and the funding presently in the program will be removed in next year's submission.

In summary, it is recommended that the funding requested for the Toronto Island Development project be adjusted as follows:

Transportation System - $500 thousand be deleted from 1985
- $525 thousand be added to 1986

Wavepool - $300 thousand be deleted from 1985
- $600 thousand be deleted from 1986
- $960 thousand be added to 1987.

New Projects

Item No. 19: West Humber Development

(Recommendation No. 3)

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	225	250	225	200	200	-	1,100
Recommended Funding	75	250	225	200	350	-	1,100

This new project provides for a bicycle and pedestrian path system including bridges, over 5.5 kilometres from Albion Road to the Humber Valley Arboretum. The plan also calls for a comfort station, improved parking facilities and further landscaping. The Ten-Year Concept Plan included this undertaking.

It is expected that a three-party agreement among the MTRCA, Metro and the City of Etobicoke will be finalized in 1985. The Department agrees to defer $150 thousand of funding from 1985 to later years to permit adequate time for the finalization of the agreement. For cash flow presentation, it is recommended that $150 thousand be added to 1989. The annual operating impact of this project, once completed, is expected to be $55 thousand in 1984 dollars.

Item No. 21: Black Creek Development

(Recommendation No. 4)

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	-	-	350	200	-	-	550
Recommended Funding	-	-	-	-	-	550	550

The Black Creek Development project includes funding for a service road/bicycle path connection to Jane Street with bridge crossings, paving of parking lots, local path expansions and a small toilet facility in Northwoods Park. The Department agrees to defer this project for target purposes. Therefore, it is recommended that the funding be deferred to the post-1989 period.

Item No. 24: Recreational Facilities Development

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	-	-	-	700	700	8,500	9,900
Recommended Funding	-	-	-	700	700	8,500	9,900

This project includes funding for the active regional recreation facilities as described in the Ten-Year Concept Plan: two regional slow pitch softball facilities, a major regional sports field complex and a regulation 18 hole golf course. The plan outlined the growing public demand for these facilities. The commencement of the project has been adjusted by the Department to permit time for the acquisition of land particularly in the north-east sector of the City of Scarborough (see Item 29). The first project expenditures shown in 1988 and 1989 at $700 thousand annually provide for a slow pitch baseball facility.

The Ten-Year Plan estimated the total expenditure in 1983 dollars in the range of $6.3 to $7.4 million. Inflated to 1990, this range becomes $8.9 million to $10.4 million. Thus, the total project estimate of $9.9 million is within the range approved in the Plan. The increase from the 1984-88 CWP is a result of the full inclusion of all facilities identified in the trend analysis undertaken in the preparation of the Plan.

The issue of the appropriate contributions of the users versus the taxpayers should be addressed with respect to these active recreational facilities. The impact of the facilities on operating budgets in 1984 dollars is shown as $210 thousand in gross expenditure and $50 thousand in revenue, producing a net operating cost of $160 thousand annually. The policy of the Department has been to provide passive parkland at no cost to the user and active recreational facilities at a user fee.

Item No. 26: Service Facilities

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	-	150	150	300	500	1,000	2,100
Recommended Funding	-	150	150	300	500	1,000	2,100

A total of $2,100 thousand has been included for the provision of operating/service yards at various locations throughout the Metropolitan parks system. As new areas of parkland are opened up, space for storage and maintenance of equipment is required. The Department indicates that utilizing facilities close to the areas to be serviced provides operational efficiencies in terms of savings in travel time and fuel.

The amount of $400 thousand included in the 1984-88 CWP for a southern Depot has been deleted. Instead, Exhibition Place has been requested to provide suitable office facilities for the Parks maintenance operations on the grounds. The duration of the horticultural contract with Exhibition Place has not been determined.

The funding in 1986 and 1987 provides for the retrofit of Lackie's Marina in the City of Etobicoke to service the Lower Humber, Humber Bay and Lakeshore West Parks. Presently, equipment is brought south from a maintenance facility north of James Gardens. Expenditures in 1988 and 1989 are proposed for the Morningside Park and North-East areas in the City of Scarborough.

The Department has indicated that a Central Service Depot could be required for departmental operations. An amount of $1.8 million had been budgetted in the 1984 Current Estimate for the renovation of a large Metro-owned building at 251-253 Spadina Road. This item was not approved because it had not been fully justified by demand increase or clear cost benefit analysis. A detailed study was undertaken by a consulting firm in the summer of 1984 analyzing the need, costs, implications for other present and future maintenance facilities and the ideal location. In the report approving the study (May 17, 1984), it was indicated that the study would be completed by the fall of 1984 in order to be considered with the 1985-89 CWP. A preliminary version has been submitted to the Department. In this year's CWP, $1.0 million is included in the post-1989 for a possible Central Equipment Repair Depot.

No spending has been scheduled for 1985. It is expected that the final report on maintenance facilities will be available for analysis before the preparation of next year's program and before any expenditures are incurred.

Item No. 27: Campground Development

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	-	-	-	100	500	300	900
Recommended Funding	-	-	-	100	500	300	900

This project provides for Metro's takeover and renovation of the Woodlands Park Campground and adjoining open space in the north-east of Metro on the Rouge River. This specific project was removed from the 1984-88 program and was considered with the Recreational Facilities Development project. It had been costed at $600 thousand, while the cost shown presently is $900 thousand. In the 1983-87 CWP, a gross expenditure of $500 thousand was expected. The increase in cost can only partly be explained by inflation. The Department has assigned Priority 26 to this project - a low priority number.

The Ontario Land Corporation presently owns the land upon which the campground is located. Title would have to be transferred to the MTRCA before renovation. The campground, while operating, is in need of major refurbishment. The Department indicates that a benefit of this acquisition would be the interlinkage that would be created with the Rouge River parklands. Metro's only existing campground, in the same area, generally breaks even and is usually at full capacity. The MTRCA is planning its fourth campsite at the Boyd Conservation area, near Kleinburg.

The Metropolitan Official Plan lists day camps as appropriate for parkland development but does not discuss the provision of campgrounds for tourists. The Ten-Year Concept Plan proposed the renovation of the Woodlands Park Campground. The Department shows the project breaking even on operating costs. Before proceeding with the renovation, the Department has indicated that it would present an analysis of the campground's feasibility.

Item No. 28: Ferry Service Improvements II

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	150	200	-	-	500	5,500	6,350
Recommended Funding	150	200	-	-	500	5,500	6,350

The latter part of this item provides for the purchase of a new all-season ferry able to carry a greater number of passengers and vehicles than the M.V. Ongiara. A subsidy of 75% from the Ministry of Transportation and Communications is expected. The proposal for acquiring a new vessel will be reviewed in future capital works submissions in light of the growth in visitor attendance to the Islands and for possible operational alternatives. An attempt will be made to distribute the payments for the ferry over several years if it is acquired in order to provide for smoother cash flow.

The funding allocated for 1985 provides for improvements to the Mainland Terminal to provide improved facilities in the ticket taking area and to undertake renovations to facilities for female staff. In conjunction with the efforts to decentralize visitors to the Islands, the Department plans to improve the dock at Hanlan's Point to permit greater passenger volumes and to accommodate the terminal facilities for the trackless train. This item was not included in the 1984-88 CWP, the Toronto Island Concept Plan, nor in the report requesting approval of the trackless train.

Item No. 29: Land Acquisition

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	-	-	1,000	1,000	500	2,500	5,000
Recommended Funding	-	-	1,000	1,000	500	2,500	5,000

The Department has provided $5,000 thousand for the acquisition of lands to be used for recreational facilities as indicated in the Ten-Year Concept Plan. The cashflow for the project has been deferred until 1987 as an initial deposit could be made from the Future Parkland Purchases Reserve in the Sundry-at-Large account. A balance of $1 million currently exists in the account. If a land purchase is approved by Council in 1985, the reserve can be used to fund a deposit on the land to be acquired with the balance of funding to be derived from subsequent capital budgets, adjusted as necessary. The Department has included an additional $500 thousand in the 1985 Preliminary Estimate. Funding provided should be examined once the City of Scarborough submits its position on the North-East Metro Land parcel.

Authority for land acquisition is provided by Section 8 of the Metropolitan Toronto Official Plan as adopted by Council on January 15, 1980:

> "The Corporation shall continue the acquisition of land and development of a Metropolitan park system comprising those park functions and facilities which can be performed most appropriately on a Metropolitan scale."

At present, Metro contributes to MTRCA's purchases of privately-owned valley lands for erosion control and drainage purposes. The Metropolitan Toronto Parks and Property Department subsequently manages and maintains the lands which were previously purchased as public parks. The Province of Ontario contributes 50-55% subsidy to MTRCA land purchases. Land acquisition has slowed over the past few years as Provincial restraint has limited the subsidy available to the MTRCA. Also, acquisition has slowed from the 1960's as a large portion of the valley land system has already been set aside in public ownership. MTRCA and municipal development control regulations have been implemented in order to stem developmental pressure on private lands. The Planning Department had noted that acquisition for erosion control purposes may no longer be essential in many instances. However, recently it has been reported that private developmental pressure on valley properties is increasing as a result of a ruling by Ontario's mining and land commissioner. This pressure may affect the Parks and Property Department's ability to develop some "missing links", such as the West Don parklands (Item No. 23).

As less land is turned over to Metro through the above channels, the Department indicates that table land acquisition to provide for recreational facilities may be required by Metro in the future. The capital program, as submitted, does not identify specific parcels of land for which funding has been included. However, discussions have taken place on the purchase of an Ontario Land Corporation parcel of land north of the Zoo between the twin valleys of the Rouge River and will be accelerated on instruction of the Parks, Recreation and Property Committee. Metro Toronto has indicated an interest in acquiring this land for parks purposes. The City of Scarborough is currently undertaking planning studies on the area.

Item No. 30: Metropolitan Toronto Greenhouses

(Recommendation No. 5)

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Departmental Request	800	1,400	1,400	-	-	-	3,600
Recommended Funding	-	800	1,400	1,400	-	-	3,600

This item provides for two acres of greenhouse facilities with associated equipment and vehicles. A methane retrieval system would be installed to use the gas generated at the Beare Road landfill site. One acre of the complex would be intended for public display and decorator plants, while one acre is to be used for the production of annuals and bedding plants for use in Metro parks. The Department indicates the facility would be planned to provide the potential for expansion to four acres.

In the last two Capital Works Programs partial recognition of the possible development of a $36 million (1983 $) MetroGreen complex was made in the target contingency. The Budget Sub-Committee is currently awaiting a study on the possible integration of the Metro Zoo with the MetroGreen concept as recommended by the Executive Committee on November 27, 1984. (See Attachment 5.)

On October 23, 1984, after submission of the Parks and Property Department's CWP, the Department requested that the Budget Sub-Committee consider the funding of a $3.6 million project providing for greenhouse facilities. To allow time for resolution of the possible MetroGreen and Metro Zoo integration a one-year deferral in the cash flow is proposed. A one-year deferral would have the following effect on the cashflow:

- delete $800 thousand from 1985
- delete $600 thousand from 1986
- add $1,400 thousand for 1988.

In order to be introduced as a strictly operational item for the Department's horticultural needs, this project should be more fully developed. The preliminary fiscal impact on the operating budget indicates a net operating loss of $650 thousand in 1989 resulting from the operation of the suggested greenhouse facility at the Beare Road location.

ATTACHMENT 1
Page 1 of 3

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR PARKS

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				ESTIMATED EXPENDITURES (GROSS)								
				THOUSANDS OF DOLLARS								
SUMMARY												
WORKS IN PROGRESS		14,905	9,095	7,880	~~1,875~~ 1730	~~825~~ 970	2,125	2,075	125	7,025	0	
WORKS WITH SOME COMMITMENT		~~14,655~~ 14,740	3,155	250	~~3,250~~ 2,350	~~4,900~~ 4,825	~~1,305~~ 2,265	900	650	~~10,805~~ 10,990	3,500	
WORKS WITH NO COMMITMENTS MADE		33,030	0	0	~~1,275~~ 425	~~2,150~~ 1530	~~3,990~~ 3,640	~~3,435~~ 4,635	~~3,900~~ 3,950	~~14,730~~ 14,180	~~18,300~~ 18,850	
GROSS EXPENDITURE		~~62,590~~ 62,675	12,250	8,130	~~6,400~~ 4,505	~~7,855~~ 7325	~~7,420~~ 8030	~~6,410~~ 7610	~~4,575~~ 4725	~~32,860~~ 32,195	~~21,800~~ 22,350	
SUBSIDIES		5,359	0	454	405	0	0	0	0	405	4,500	
GRANTS		~~3,923~~	0	0	175	~~1,341~~ 1291	276	~~511~~ 395	~~718~~ 645	~~3,015~~ 2,782	~~908~~ 1,141	
OTHER EXTERNAL FUNDS		300	0	0	0	300	0	0	0	300	0	
NET CAPITAL EXPENDITURE		~~53,008~~ 53,093	12,250	7,676	~~5,820~~ 3925	~~6,214~~ 5734	~~7,144~~ 7754	~~5,899~~ 7,215	~~3,863~~ 4,080	~~28,940~~ 28,708	~~16,392~~ 16,709	
WORKS IN PROGRESS:-												
1 SOUTH HUMBER DEVELOPMENT	1	920	920	870	50	0	0	0	0	50	0	
2 TORONTO ISLAND SEWERS	5	3,075	3,075	2,840	~~235~~ 90	~~0~~ 145	0	0	0	235	0	
3 TORONTO ISLAND MARINA	6	540	540	485	55	0	0	0	0	55	0	
4 TORONTO ISLAND DEVELOPMENT VARIOUS PROJECTS	4	1,400	1,400	1,360	40	0	0	0	0	40	0	
5 BLACK CREEK DEVELOPMENT	2	225	225	200	25	0	0	0	0	25	0	
6 MAINLAND DOCK - TRILLIUM	29	780	950	780	0	0	0	0	0	0	0	
7 CENTRAL DON DEVELOPMENT	3	300	300	270	30	0	0	0	0	30	0	

ATTACHMENT 1
Page 2 of 3

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR PARKS

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	ESTIMATED EXPENDITURES (GROSS) 1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
		THOUSANDS OF DOLLARS										
WORKS IN PROGRESS (cont'd)												
8 FERRY SERVICE IMPROVEMENTS	27	365	365	365	0	0	0	0	0	0	0	
9 BEARE ROAD SKI FACILITY	15	3,800	0	135	140	175	1,675	1,675	0	3,665	0	
10 EAST DON DEVELOPMENT	10	900	200	100	250	200	100	125	125	800	0	
11 ETOBICOKE CREEK DEVELOPMENT	9	750	350	250	400	100	0	0	0	500	0	
12 WATERFRONT IMPROVEMENTS	7	1,100	500	150	350	200	200	200	0	950	0	
13 ROSETTA MCLAIN GARDENS	8	750	270	75	300	150	150	75	0	675	0	
		14,905	9,095	7,880	1,730 ~~1,875~~	970 ~~825~~	2,125	2,075	125	7,025	0	
WORKS ON WHICH NO PHYSICAL CONSTRUCTION HAS COMMENCED BUT ON WHICH CERTAIN COMMITMENTS HAVE BEEN MADE												
14 GUILDWOOD PARK DEVELOPMENT	28	2,150	0	0	0	150	500	500	0	1,150	1,000	
15 EARL BALES PARK OPEN AIR THEATRE	14	1,800	0	0	150	1,650	0	0	0	1,800	0	
16 ROUGE VALLEY DEVELOPMENT	17	205	205	0	0	0	205	0	0	205	0	
17 TORONTO ISLAND DEVELOPMENT VARIOUS PROJECTS	12	10,585 ~~10,500~~	2850 ~~2,850~~	250	2,200 ~~3,000~~	3,025 ~~3,100~~	1560 ~~600~~	400	650	7,835 ~~7,750~~	2,500	
		14,740 ~~14,655~~	3,155	250	2,350 ~~3,150~~	4,825 ~~4,900~~	2265 ~~1,305~~	900	650	10,990 10,905	3,500	

ATTACHMENT 1

Page 3 of 3

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR PARKS

	DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
					ESTIMATED EXPENDITURES (GROSS)								
				THOUSANDS OF DOLLARS									
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE:-													
18	SOUTH HUMBER DEVELOPMENT	18	450	0	0	0	0	350	100	0	450	0	
19	WEST HUMBER DEVELOPMENT	16	1,100	0	0	75 ~~225~~	250	225	200	350 ~~200~~	1,100	0	
20	NORTH HUMBER DEVELOPMENT	19	1,300	0	0	0	0	0	300	500	800	500	
21	BLACK CREEK DEVELOPMENT	23	550	0	0	0	0	0 ~~350~~	0 ~~200~~	0	0 ~~550~~	550 ~~0~~	
22	CENTRAL DON DEVELOPMENT	22	580	0	0	200	130	250	0	0	580	0	
23	WEST DON DEVELOPMENT	24	500	0	0	0	0	200	300	0	500	0	
24	RECREATION FACILITIES DEVELOPMENT	21	9,900	0	0	0	0	0	700	700	1,400	8,500	
25	HIGHLAND CREEK DEVELOPMENT	25	700	0	0	0	0	65	235	400	700	0	
26	SERVICE FACILITIES	20	2,100	0	0	0	150	150	300	500	1,100	1,000	
27	REGIONAL CAMPGROUND	26	900	0	0	0	0	0	100	500	600	300	
28	FERRY SERVICE IMPROVEMENTS II	11	6,350	0	0	150	200	0	0	500	850	5,500	
29	LAND ACQUISITION	13	5,000	0	0	0	0	1,000	1,000	500	2,500	2,500	
30	METROPOLITAN TORONTO GREENHOUSES	30	3,600	0	0	0 ~~800~~	800 ~~1,400~~	1,400	1400 ~~0~~	0	3,600	0	
			33,030	0	0	425 ~~1,375~~	1,530 ~~2,130~~	3,640 ~~3,990~~	4,635 ~~3,435~~	3,950 ~~3,800~~	14,180 ~~14,730~~	18,850 ~~18,300~~	

The Municipality of
Metropolitan Toronto

Parks and Property Department

ATTACHMENT 2
Page 1 of 5

No. 9
October 29, 1984

THE PARKS, RECREATION AND PROPERTY COMMITTEE

Subject: Capital Works Programme 1985-89
Metropolitan Toronto Parks System

I am pleased to submit for your consideration and information the 1985-89 Capital Works Programme for the Metropolitan Parks System.

The Programme as submitted is comprised of the following major project divisions: the continued development and upgrading of the valleyland parks system; the development of major recreation facilities and related land acquisition; further development of the Toronto Islands; and specialized facilities involving private sector support.

The first group of projects relates in part to work initiated under earlier five year programmes (i.e.: Central Don, East Don, and Etobicoke Creek) as well as a modest level of parkland development programmes (Humber River, Black Creek, Highland Creek, and West Don Valley). This work provides for the continuation of valleyland trail and bicycle path systems, associated bridges, access improvements, and simple comfort stations facilitating year-round use of the parks.

Visitor studies carried out in the parks show strong public support for such developments, particularly the valleyland bicycle path systems. These systems serve to interlink existing parks and make new parks accessible to the public while at the same time affording improved access for parkland maintenance and surveillance. Apart from the work in the Etobicoke Creek which extends the present trail and bicycle path system north to Horner Avenue, the majority of the capital works as they relate to the valleyland parks will be in the middle and upper reaches. This is consistent with the previous long term phasing of parkland development wherein the work would proceed from the lower reaches of these watercourses upstream.

A component of the valleyland development programme includes the upgrading or replacement of facilities to accommodate increasing public demand and improve maintenance efficiency. This work will concentrate on improvements to lighting systems in the waterfront park system, the replacement of an undersized comfort station in Wilket Creek Park, and minor improvements to the Hanlan's Point and Centre Island dock facilities.

The development of major recreation facilities (i.e.: regional sports fields, golf courses, campgrounds, etc.) and support service yard facilities will generally occur in the later stages of the five year programme as noted in our "10 Year Concept Plan of Major Recreation Facilities" adopted by Council December 6, 1983. This recognizes the requirements for site specific studies and in some cases the acquisition of new lands. Individual development reports will, of course, be submitted as individual components of the 10 Year Plan arise within the context of the Five Year Capital Programme.

The initiation of the first five year phase of the contemplated 10 Year Development Programme related to the Toronto Island Concept Plan includes the provision of a wave pool/slide ride attraction, on-Island ground transportation system, site servicing, beach, and landscape improvements.

A modest level of funding has been indicated in 1985 to initiate the planning and design studies related to the proposed Earl Bales Park Open Air Theatre. This project will have to await the confirmation by the proponent, Skylight Theatre Inc., of its share of the total project expenditures and Council's concurrence to proceed following its review of further requested staff reports.

As in previous years, the submitted programme makes provision for improvements to Guildwood Park for which a total planning study of both the Guild Inn and the surrounding area is being undertaken by the Board of Management.

I would specifically note that this Five Year Programme does not provide for the proposed MetroGreen facilities as this subject is now under consideration within the context of its possible integration with the Metropolitan Toronto Zoo. This issue requires resolution in the near future as it has direct implications to greenhouse facilities related to this Department's horticultural operations. This item will be brought to the attention of the Budget Sub-Committee during its review of the Capital Works Programme.

In conclusion, the 1985-89 Parks Capital Works Programme represents a balanced programme related to existing parks and as well as new developments addressing identified regional recreation trends. Total annual expenditures are in accord with the revised capital expenditure targets as indicated in the 10 Year Development Programme.

ROBERT G. BUNDY,
COMMISSIONER OF PARKS AND PROPERTY.

F.K.
FEK:jan
Attachments

No. 4125

1984 10 31
MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR PARKS ....

				ESTIMATED EXPENDITURES (GROSS)								
DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				THOUSANDS OF DOLLARS								
SUMMARY												
WORKS IN PROGRESS		14,905	9,095	7,880	1,875	825	2,125	2,075	125	7,025	0	
WORKS WITH SOME COMMITMENT		14,655	3,155	250	3,150	4,900	1,305	900	650	10,905	3,500	
WORKS WITH NO COMMITMENTS MADE		29,430	0	0	575	730	2,590	3,435	3,800	11,130	18,300	
GROSS EXPENDITURE		58,990	12,250	8,130	5,600	6,455	6,020	6,410	4,575	29,060	21,800	
SUBSIDIES		5,359	0	454	405	0	0	0	0	405	4,500	
GRANTS		3,923	0	0	175	1,341	276	511	712	3,015	908	
OTHER EXTERNAL FUNDS		300	0	0	0	300	0	0	0	300	0	
NET CAPITAL EXPENDITURE		49,408	12,250	7,676	5,020	4,814	5,744	5,899	3,863	25,340	16,392	
WORKS IN PROGRESS:-												
1 SOUTH HUMBER DEVELOPMENT	1	920	920	870	50	0	0	0	0	50	0	
2 TORONTO ISLAND SEWERS	5	3,075	3,075	2,840	235	0	0	0	0	235	0	
3 TORONTO ISLAND MARINA	6	540	540	485	55	0	0	0	0	55	0	
4 TORONTO ISLAND DEVELOPMENT VARIOUS PROJECTS	4	1,400	1,400	1,360	40	0	0	0	0	40	0	
5 BLACK CREEK DEVELOPMENT	2	225	225	200	25	0	0	0	0	25	0	
6 MAINLAND DOCK - TRILLIUM	29	780	950	780	0	0	0	0	0	0	0	
7 CENTRAL DON DEVELOPMENT	3	300	300	270	30	0	0	0	0	30	0	

1984 10 31
MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR PARKS ....

	DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	ESTIMATED EXPENDITURES (GROSS)									
					TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLI
				THOUSANDS OF DOLLARS									
	WORKS IN PROGRESS (cont'd)												
8	FERRY SERVICE IMPROVEMENTS	27	365	365	365	0	0	0	0	0	0	0	
9	BEARE ROAD SKI FACILITY	15	3,800	0	135	140	175	1,675	1,675	0	3,665	0	
10	EAST DON DEVELOPMENT	10	900	200	100	250	200	100	125	125	800	0	
11	ETOBICOKE CREEK DEVELOPMENT	9	750	350	250	400	100	0	0	0	500	0	
12	WATERFRONT IMPROVEMENTS	7	1,100	500	150	350	200	200	200	0	950	0	
13	ROSETTA MCLAIN GARDENS	8	750	270	75	300	150	150	75	0	675	0	
			14,905	3,095	7,880	1,875	825	2,125	2,075	125	7,025	0	
	WORKS ON WHICH NO PHYSICAL CONSTRUCTION HAS COMMENCED BUT ON WHICH CERTAIN COMMITMENTS HAVE BEEN MADE												
14	GUILDWOOD PARK DEVELOPMENT	28	2,150	0	0	0	150	500	500	0	1,150	1,000	
15	EARL BALES PARK OPEN AIR THEATRE	14	1,800	0	0	150	1,650	0	0	0	1,800	0	
16	ROUGE VALLEY DEVELOPMENT	17	205	205	0	0	0	205	0	0	205	0	
17	TORONTO ISLAND DEVELOPMENT VARIOUS PROJECTS	12	10,500	2,950	250	3,000	3,100	600	400	650	7,750	2,500	
			14,655	3,155	250	3,150	4,900	1,305	900	650	10,905	3,500	

ATTACHMENT 2
Page 5 of 5

1984 10 31
MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR PARKS ....

					ESTIMATED EXPENDITURES (GROSS)								
	DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				THOUSANDS OF DOLLARS									
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE:-													
18	SOUTH HUMBER DEVELOPMENT	18	450	0	0	0	0	350	100	0	450	0	
19	WEST HUMBER DEVELOPMENT	16	1,100	0	0	225	250	225	200	200	1,100	0	
20	NORTH HUMBER DEVELOPMENT	19	1,300	0	0	0	0	0	300	500	800	500	
21	BLACK CREEK DEVELOPMENT	23	550	0	0	0	0	350	200	0	550	0	
22	CENTRAL DON DEVELOPMENT	22	580	0	0	200	130	250	0	0	580	0	
23	WEST DON DEVELOPMENT	24	500	0	0	0	0	200	300	0	500	0	
24	RECREATION FACILITIES DEVELOPMENT	21	9,900	0	0	0	0	0	700	700	1,400	8,500	
25	HIGHLAND CREEK DEVELOPMENT	25	700	0	0	0	0	65	235	400	700	0	
26	SERVICE FACILITIES	20	2,100	0	0	0	150	150	300	500	1,100	1,000	
27	REGIONAL CAMPGROUND	26	900	0	0	0	0	0	100	500	600	300	
28	FERRY SERVICE IMPROVEMENTS II	11	6,350	0	0	150	200	0	0	500	850	5,500	
29	LAND ACQUISITION	13	5,000	0	0	0	0	1,000	1,000	500	2,500	2,500	
			29,430	0	0	575	730	2,590	3,435	3,800	11,130	18,300	

ATTACHMENT 3
Page 1 of 1

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

REPORT: FORM C3

COMPARISON OF PRELIMINARY ACTUAL EXPENDITURES WITH
APPROVED GROSS ESTIMATED EXPENDITURES FOR 1984
(IN THOUSANDS OF DOLLARS)

FOR THE PROGRAM:- PARKS ....

ITEM NO. IN 1984	PROJECT NAME	PRELIM ACTUAL	APPR EST.	PERCENT VARIANCE	Reason for Any Significant Variances
1.	SOUTH HUMBER DEVELOPMENT	70	80	-12.50	1. Small portion of landscape work to be carried over to spring 85 season due to problem in obtaining some species.
2. &	TORONTO ISLAND SEWERS)	0	235	-100.00	2. & 3. Marina operator presently finalizing his work programme with Provincial Government - B.I.L.D. Assistance which should enable work to be completed in 1985.
3.	TORONTO ISLAND MARINA)	0	55	-100.00	
4.	HUMBER VALLEY GOLF COURSE DEVELOPMENT	15	20	-25.00	4. Project completed under budget.
5.	TORONTO ISLAND DEVELOPMENT VARIOUS PROJECTS	200	200	0.0	5. Phasing of other construction work on the Island delayed finalization of some hard and soft landscape items.
6.	BLACK CREEK DEVELOPMENT	85	75	13.33	6. Minor difference between estimate of 1983 year end achieved work and the actual work completed.
7.	MAINLAND DOCK - TRILLIUM	385	75	413.33	7. Fall weather conditions and the obtaining of various approvals resulted in more work being rescheduled to 1984 than originally anticipated.
8.	TORONTO ISLAND CHURCH	205	150	36.67	8. Progress in the fall 1983 season was delayed in part by deteriorated exterior condition of building requiring longer to correct than originally forecasted.
9.	CENTRAL DON DEVELOPMENT	170	235	-27.66	9. Approvals and scheduling of steel delivery for bridge resulted in moving a small portion of the final work to 1985.
10.	ROUGE PARK DEVELOPMENT	145	200	-27.50	10. Contractor made very good progress in the fall of 1983 with more work in 1983 than originally anticipated leaving less work than anticipated for 1984.
11.	FERRY SERVICE IMPROVEMENTS	155	165	-6.06	11. Minor variance due to shipment of materials from U.S.A. source.
13.	BEARE ROAD SKI FACILITY	135	50	169.99	13. Approvals from City of Scarborough for electrical supply took longer than anticipated thereby delaying the implementation of the work.
16.	CENTRAL DON - GUNDY BRIDGE	170	200	-15.00	16. Project finalized under original budget estimates.
17.	TORONTO ISLAND DEVELOPMENT VARIOUS PROJECTS	250	850	-70.59	17. Funds will bot be expended on this project until Council's concurrence of report to go before P.R.P. Commission November 8/84, dealing with trackless train, filtration plant renovation etc.
18.	ETOBICOKE CREEK DEVELOPMENT	250	350	-28.57	18. It was determined that due to underlying ground conditions it would be preferable to allow the underbase of paths to settle over the winter thereby delaying paving to the spring 1985.
24.	EAST DON DEVELOPMENT	100	100	0.00	
26.	ROSETTA MCLAIN GARDENS	75	120	-37.50	26. Recognizes extra time required to permit stone base of parking lot to settle before paving.
27.	WATERFRONT IMPROVEMENTS	150	150	0.00	
	FOR ENTIRE PROGRAM =	2560	3310	-22.66	

ENTER PROGRAM NUMBER (1 TO 15), 16=LISTING, 99=END

ATTACHMENT 4

ITEM 17 - TORONTO ISLAND DEVELOPMENT - VARIOUS PROJECTS

	To Dec. 31, 1984	1985	1986	1987	1988	1989	Total 1984-1989	Balance To Completion
Land Acquisition	150	-	-	-	-	-	150	-
Filtration Plant	45	855	-	-	-	-	900	-
Transportation System	25	1,500	-	-	-	-	1,525	-
Roadway Modifications		175	-	-	-	-	175	-
Long Pond Regatta Course Improvements	30	70	-	-	-	-	100	-
SUB-TOTAL	250	2,600	-	-	-	-	2,850	-
Wave Pool/Slide Rides	-	400	3,100	300	-	-	3,800	-
Hanlan's Irrigation	-	-	-	250	125	-	375	-
Recreation Facilities	-	-	-	-	225	50	275	-
Urban Farm	-	-	-	-	50	550	600	1,000
Landscaping/Signage/Information Systems	-	-	-	50	-	50	100	250
Other	-	-	-	-	-	-	-	1,250
TOTAL	250	3,000	3,100	600	400	650	8,000	2,500

The Municipality of
Metropolitan Toronto

Metropolitan Clerk's Department
City Hall, Toronto, Ontario, Canada M5H 2N1
Telex. 06-23472
Telephone: 947-8012

Walter J. Lotto, *Metropolitan Toronto Clerk*
Daniel Crombie, *Deputy Metropolitan Clerk*

1953

November 23, 1984.

METROPOLITAN EXECUTIVE COMMITTEE:

The Budget Sub-Committee of the Metropolitan Executive Committee on November 23, 1984, had before it the attached report (November 1, 1984) from the Commissioner of Parks and Property respecting the integration of MetroGreen within the Metropolitan Toronto Zoo; and recommending as follows:

(1) approval be granted to retain the consulting firm of Marshall, Macklin, Monaghan Limited to assist the aforementioned Steering Committee in undertaking the above Metro Zoo/MetroGreen Integrated Facility Study at a cost not to exceed $30,000.00, funds for which have been provided in the 1984 Current Estimates of the Parks and Property Department;

(2) a further report be submitted to your Committee at the conclusion of the site and economic feasibility stage of the study before proceeding further; and

(3) the appropriate Metropolitan officials be authorized and directed to take necessary action to give effect to the foregoing.

The Budget Sub-Committee recommended that the Metropolitan Executive Committee recommend to council the adoption of the aforementioned report.

D. Crombie/rja

Lotto
Metropolitan Toronto Clerk.

The Municipality of
Metropolitan Toronto

Parks and Property Department

No. 3.
November 1, 1984

THE BUDGET SUB-COMMITTEE:

Subject: Integration of MetroGreen Within
The Metropolitan Toronto Zoo

The Budget Sub-Committee on October 5, 1984 had before it two reports dealing with the integration of the public attractions portion of the proposed MetroGreen Horticultural Facility within the Metropolitan Toronto Zoo. The first report being this Deparatment's submission and the second being the Commissioner of Management Services forwarding a report from the Zoo's Board of Management.

It was your Committee's recommendation that I chair a Steering Committee comprised of staff of this Department, the Metropolitan Toronto Zoo, and the Department of Management Services to develop Terms of Reference for a feasibility study respecting the integration of MetroGreen within the Metropolitan Toronto Zoo and to report back to your Committee.

Further to receipt of this directive a Steering Committee was formed comprised of senior staff of this Department, the Commissioner of Management Services, the budget analyst of that deparatment responsible for the Zoo and Mr. L. Cahill, Director of Live Collections, Metropolitan Toronto Zoo. Terms of reference appended herein were developed by this Committee and are respectfully submitted for your review and consideration.

In summary, the terms of reference call for an assessment of user receptiveness and benefits to the integrated concept. It further seeks to clarify likely user satisfaction to such a concept as determined from the widest range of possible user groups and the effect of same on future Zoo patronage.

Following the above analysis, the Zoo lands and facilities will be analysed to determine potentialities for incorporating elements of the proposed MetroGreen Concept taking into account future proposed Zoo developments. Potential application of the Beare Road Landfill methane gas to heat the facilities will also be analysed at this stage.

Completion of this stage will produce a concept which will then undergo economic analysis to test its feasibility from the point of view of phased capital costs, projected revenues and operating costs. This analysis would also include reference to the likelihood of financial support from other levels of government and private corporations.

At the conclusion of this stage, we propose that the results be reported to your Committee seeking further direction as the recommended concept could be significantly different from that originally envisaged with MetroGreen.

The final phase of the study dealing with future mode of operation would only be initiated post your Committee and Council's concurrence of the proposed concept.

It is the consensus of the Steering Committee that it is extremely timely to initiate this study as it will provide valuable insights for long range Zoo planning as well as provide direction as to Council's intentions as it relates to a major horticultural attraction.

Accordingly, it is recommended that:

(1) approval be granted to retain the consulting firm of Marshall, Macklin, Monaghan Limited to assist the aforementioned Steering Committee in undertaking the above Metro Zoo/MetroGreen Integrated Facility Study at a cost not to exceed $30,000.00, funds for which have been provided in the 1984 Current Estimates of the Parks and Property Department;

(2) a further report be submitted to your Committee at the conclusion of the site and economic feasibility stage of the study before proceeding further; and

(3) the appropriate Metropolitan officials be authorized and directed to take necessary action to give effect to the foregoing.

FEK:jan

ROBERT G. BUNDY,
COMMISSIONER OF PARKS AND PROPERTY.

No. 4130

APPENDIX "A"

Topic:

Suggested terms of reference for a study to integrate MetroGreen with the Metropolitan Toronto Zoo.

Main Purpose of the Study:

To undertake a feasibility analysis of integrating the proposed public attractions components of the MetroGreen concept within the Metropolitan Toronto Zoo.

User Benefits:

Outline the market groups that a combined attraction would cater to as opposed to separate attractions and detail if a combined attraction would meet with the same degree of public acceptance as that of a separate facilities. This analysis to include reference to horticultural societies, school and university groups. Project this patronage over a five year period.

Comment on the potential of a combined zoo/botanical garden in providing the traditional functions of research, education, and public enjoyment expected of each and the applicability of the Zoo's proposed biosphere concept to same.

Ascertain if the resultant horticultural facilities indicated from the research above would qualify the facility as a recognized botanical garden under the accreditation process of the "American Association of Botanical Gardens and Arboreta".

Site Analysis:

Analyse the total Zoo property to determine which components of the MetroGreen concept could be accommodated recognizing constraints and opportunities presented by the following:

- remaining available space;
- existing topography and vegetation coverage;
- flood plain areas and fill regulation restrictions;
- soil types and susceptibility to erosion;
- surface and ground water characteristics;
- the location of site services;
- access and parking;
- micro climates;
- habitat impacts;
- traffic circulation within and to the site; and
- future planned Zoo developments.

Indicate in concept plan form, the approximate locations of the MetroGreen components and access interrelationships.

Analyze existing Zoo buildings, inclusive of storage facilities to determine their potential for accommodating the landscape and horticultural features as contemplated in MetroGreen. Consider the appropriateness of the following:

(1) shape and size of existing pavilions;
(2) existing services;
(3) pedestrian path alignments;
(4) interior configurations of exhibit layouts;
(5) existing mechanical support systems for CO_2 enrichment and humidity;
(6) amount of available solar radiation;
(7) potential use of Beare Road methane gas as a possible heat source; and
(8) potential future uses for Valley Halla.

Other Facilities:

Comment on the success and failures of at least two other Zoos in accommodating horticultural developments (i.e. Brookfield Zoo, Chicago; San Diego Zoo; Woodland Park Zoological Gardens, Seattle).

Economic Analysis:

Outline the anticipated phased capital costs for the proposed facility resulting from the above analysis.

Outline the projected economic performance of the proposed facility taking into account revenues, operating costs, surplus and deficits over a five year operating period.

Comment on the likely level of private support for the recommended facility.

REPORT TO BE FORWARDED TO BUDGET SUB-COMMITTEE AT THIS STAGE OF ANALYSIS.

Operational Analysis:

Comment on proposed implementation schedule of the proposed new facilities as to its effect on day-to-day operation of the Zoo.

Outline a preferred mode of operation for the facility commenting on its implications to the existing Zoo Management/Administration framework.

Detail the advantages and disadvantages of marketing the proposed attraction.

Comment on whether anticipated visitor projections for a combined attraction would affect or require improvement to the public transportation service to the area.

FEK:jan

January 3, 1985

SUMMARY REPORT OF THE 1985 - 1989 CAPITAL PROGRAM REVIEW

BY: CONTROLLER GREENE

METROPOLITAN TORONTO ZOO

(In $000's)

	1985	1986	1987	1988	1989
Net Cost					
Targets as Approved by Council (February 28, 1984)	1,000	1,000	1,000	1,000	-
Board's Submission	1,107	1,028	965	1,122	800
Recommended Funding	979	1,003	965	1,107	800
Effect on Establishment					
Cumulative Staff Requirements	2	4	5	6	7

Recommendations

It is recommended that:

1. The Board of Management of the Metropolitan Toronto Zoo complete the revised Master Plan in 1985 in conjunction with the Metro Parks and Property Department, prior to submission of the Zoo's 1986-1990 Capital Program and the required funding be included for consideration in the 1985 current budget.

2. All capital projects which are not funded by Metro, be included in the Zoo's annual capital program submission and the 1985-1989 Capital Program include the Zoological Society's Headquarters building at $1,200 thousand gross cost and at zero net cost.

3. Zoogeographic Modifications - Item No. 2, Page 6

   The Indo-Malayan Monkey Exhibit be deleted from the project in order that the overall project does not exceed the requested funding.

4. Invertebrate Exhibit - Item No. 3, Page 7

   The Metro Parks and Property Department be involved in the planning and construction of the Invertebrate Support building.

5. Public Viewing Facilities - Item No. 4, Page 9

   The Polar Bear portion of the public viewing project be shown as a separate project in the 1986-1990 Capital Program submission.

6. Canadian Domain Exhibits - Item No. 5, Page 10

   (i) The 1985 funding request of $78 thousand for Wolverine, Fisher and Marten enclosures be deferred.

   (ii) The deer exhibit and the Black Bear exhibit be shown as separate projects in the 1986-1990 Capital Program submission.

7. Maintenance and Graphics Workshops - Item No. 7, Page 11

   The request for $50 thousand for alterations to the existing service buildings be deleted from the 1985 capital request.

8. Marine Exhibit - Item No. 9, Page 12

   (i) The $25.0 thousand requested in 1986 for engineering studies, cost estimates, etc. be deleted from the capital program and be included in the 1986 operating budget for consideration.

(ii) The Marine exhibit be shown in the 1986-1990 Capital Program as two items.

(iii) No funding be expended on the Marine exhibit(s) until the revised Master Plan for the Zoo has been approved.

9. Demonstration Headquarters - Item No. 10, Page 13

(i) The $15.0 thousand requested in 1988 for engineering studies, cost estimates, etc. be deleted from the capital program and be included in the 1988 operating budget for consideration.

(ii) No funding be expended on the Demonstration Headquarters project until the new Master Plan for the Zoo has been approved.

The revised program taking into account these recommendations is shown on ATTACHMENT H.

Overview of the 1985-1989 Capital Program

The 1984-1988 Capital Program had three major items for 1984: the Pavilion Roofs, which were completed; the Indo-Malayan Exhibit (Indian Rhino), which was officially opened on April 3, 1984; and the Rock Work for the Himalayan Tahr Exhibit, which was unveiled on November 11, 1984. In addition to the three major projects, specifications, drawings, etc. were prepared for the Zoogeographic Modifications, Invertebrate Exhibit and the Public Viewing Facilities which are planned to commence in 1985.

The 1985-1989 Capital Program has three new projects, Maintenance & Graphic Workshops, Lion Exhibit and Demonstration Headquarters. In addition, $733.0 thousand of additional funding is requested for the Marine Exhibit for the construction of a large pool for walrus and seal.

When initially preparing the capital program, the estimated impact of inflation on future costs should be included in the funding request for a project. This was not done in the

Zoo's capital program. Therefore most of the projects are showing increases in the 1985 request compared to the 1984 program.

Attachments A to H provide a more detailed view of the capital projects contained in the Zoo's 1985-1989 Capital Program.

Master Plan

(Recommendation No. 1)

Metropolitan Council in approving the Metropolitan Toronto Zoo's 1983-1987 and 1984-1988 Capital Programs requested the Metropolitan Toronto Zoo to prepare a revised Master Plan in order to provide policies, objectives and proposals to guide the future development of the zoo site and live collections.

Zoo staff have done a great deal of work on the revised Master Plan, especially in the area of zoological exhibits. However, in order to complete a comprehensive revised Master Plan it is necessary:

- To assess existing services and infrastructure in relation to potential developments.

- To evaluate how to best integrate and utilize the existing natural environment with the proposed development of the zoo site.

- To evaluate policies guiding the development of the live collections in order to ensure a fair balance among requirements for conserving species in danger of extinction, providing exhibits which are attractive to visitors and increase attendance and revenue, constructing new exhibits, and operating expenditures.

Due to the complexity of the work involved, specialist skills appear to be required to bring a comprehensive revised Master Plan to completion.

It is recommended that the Board of Management of the Metropolitan Toronto Zoo complete the revised Master Plan in 1985 in conjunction with the Metro Parks and Property Department, prior to submission of the Zoo's 1986-1990 Capital Program.

Capital Projects Not Financed by Metro

(Recommendation No. 2)

Due to the efforts of the Metropolitan Toronto Zoological Society and the generosity of Zoo supporters, it has been possible for the Zoo to undertake capital projects without requiring Metro funding. The most recent examples are the Ghost Tiger Exhibit and the Musk-Ox Exhibit which opened in 1984 and the Zoological Society Headquarters building which is planned for 1985.

In order to provide recognition of the fund raising efforts of the Zoological Society and the generosity of Zoo supporters and to assess the impact on the Zoo's operating budget of all new facilities, it is recommended that all capital projects which are not funded by Metro, be included in the Zoo's annual capital program submission and that the Zoo adjust the 1985-1989 Capital Program accordingly.

Projects on Which Changes are Recommended

Item No. 2: Zoogeographic Modifications
(Recommendation No. 3)

	1985	1986	1987	1988	1989
Board's Request	154	212	-	-	-
Recommended Funding	154	212	-	-	-

The 1984 funding was used to develop engineering studies, working drawings, cost estimates, etc. for the project. Based on these costs, the requested funding is insufficient to carry out the full scope of the project as outlined.

The project has three parts:

1. Waterfall Complex - In 1985 and 1986, it is planned to develop the exhibits around the "Waterfall" and adjacent pools in order to display the Jaguar, Capybara and Brazilian Tapir as well as birds. In addition, the Llama paddock beside the pools will be redeveloped for better viewing. Estimated cost is $154 thousand.

2. Americas Pavilion Monkey Exhibit - In 1986, plans are for an outdoor exhibit for South American monkeys to be built onto the Americas Pavilion, where originally a bird cage was to be erected. Estimated cost is $159 thousand.

3. Indo-Malayan Pavilion Monkey Exhibit - In 1986, an exhibit for Hanuman langur, the sacred monkey of temples of the Indian sub-continent, would be added to the Indo-Malayan Pavilion, filling a space presently empty of exhibits and offering an opportunity to present an interesting exhibit to visitors passing along the boardwalk to Africa. Estimated cost is $184 thousand.

   An increase in staff of 1 is projected for 1985 in order to care for the new animal exhibits.

The Metro Toronto Zoo staff have indicated that the Waterfall Complex and the Americas Pavilion Monkey Exhibit are their top priorities in the project. In order to keep within the Board's funding request it is recommended that the Indo-Malayan Monkey Exhibit be deleted from the Zoogeographic Modifications project.

Attachment B provides additional information about the Zoogeographic Modifications project.

Item No. 3: Invertebrate Exhibit

(Recommendation No. 4)

	1985	1986	1987	1988	1989
Board's Request	206	-	-	-	-
Recommended Funding	206	-	-	-	-

Invertebrates are poorly represented in the Zoo's displays. Zoo staff note that since insects comprise half of the species known to man and are of great economic importance, their exhibition will improve the quality of visitor experience and the stature of the Zoo.

In 1984, concept plans were developed for the project. These plans have not yet been fully costed.

The project has three parts to it.

1. Support Building - This will be a non-public building located near the North Service Building. The Support Building is required to breed a continuous supply of invertebrate, which generally have a short life-span and to grow the required food.

2. Pavilion Exhibits - Live exhibits of invertebrates will be displayed in exhibits mounted in the existing pavilions where the required environment is already available and in keeping with the zoogeographic concept.

3. Monsoon Building - The Monsoon Building will be used for non-live displays of invertebrates which can be changed on a regular basis and can be funded by other organizations.

Graphics and explanatory texts are a major component of invertebrate exhibits in order to explain to visitors the important role that invertebrates play in the living world.

An increase in staff of 1 in 1985 and 1 in 1986 is required to maintain the invertebrate exhibits.

It is recommended that the Metro Parks and Property Department be involved in the planning and construction of the Invertebrate Support building.

Attachment C provides additional information on the proposed invertebrate exhibit.

Item No. 4: Public Viewing Facilities

(Recommendation No. 5)

	1985	1986	1987	1988	1989
Board's Request	309	230	-	327	-
Recommended Funding	309	230	-	327	-

Present viewing facilities are inadequate on peak days. Therefore, even with the existing level of attendance, visitor holding capacity at certain popular exhibits (lions, seals, elephants, etc.) must be increased.

The project has four parts:

1. Cape Furs Seal Exhibit (Estimated cost $212 thousand) - In 1985, it is planned to equip the Cape fur seal exhibit with a bank of bleachers and a Keeper's demonstration point from which the diving, swimming, and retrieving abilities of the Cape fur seal can be shown to maximum effect.

   A staff increase of 1 is required in 1986 in order to provide the demonstrations of the Cape fur seal's abilities.

2. Elephant Viewing (Estimated cost $97 thousand) - In 1985, it is also planned to construct a prime viewing area over and around the pool in which the elephants bathe.

3. African Savanna Walkway - In 1986, it is planned to build a raised walkway across the African savanna paddock. White Rhinoceros, Zebra, Ostrich and Kudu will be viewed from the walkway which will offer excellent viewing and picture-taking opportunities.

4. Polar Bear Exhibit - During 1988, a major upgrading of public viewing at the Polar Bear exhibit will take place.

Due to the size and timing of the Polar Bear portion of the project, it is recommended that it be shown as a separate project in the 1986-1990 Capital Program submission.

Attachment D provides additional information on the Public Viewing project.

Item No. 5: Canadian Domain Exhibits
(Recommendation No. 6)

	1985	1986	1987	1988	1989
Board's Request	78	86	267	515	-
Recommended Funding	0	86	267	515	-

The draft Master Plan envisions the Canadian Domain being second to none in its display and collection of Canadian animals. This project is to enable the Zoo to move towards that objective and to provide improved animal viewing from the Domain Ride.

In 1985, it is planned to construct an enclosure for Wolverine, Fisher and Marten. During 1986, upgrading of the Weston Waterfowl Pond is planned in order to provide for better viewing of native birds and to provide greater protection against predators. In addition, facilities for Wolves will be expanded in order to accommodate the Zoo's growing packs.

In 1987, shelter and separation facilities will be provided for three species of deer, White-tail, Black-tail and Woodland Caribou and in 1988, a Black Bear exhibit will be constructed.

It is recommended that:

(i) In order to keep within the 1985 capital target the funding request of $78 thousand for Wolverine, Fisher, and Marten enclosures be deferred until it can be included within the Zoo's capital targets.

(ii) The deer exhibit and the Black Bear exhibit be shown as separate projects in the 1986-1990 Capital Program.

Attachment E provides more information on the Canadian Domain exhibits.

Item No. 7: Maintenance & Graphics Workshops

(Recommendation No. 7)

	1985	1986	1987	1988	1989
Board's Request	50	-	-	-	-
Recommended Funding	0	-	-	-	-

The requested funding is to extend and alter the existing service buildings as the facilities are overcrowded. This expansion will enable the Zoo to commence a major facelift of pavilion exhibits which are now 10 to 12 years old.

In order to keep within the 1985 capital target it is recommended that the $50 thousand request for alterations to the existing service buildings be deleted from the 1985 capital request.

Attachment F provides more information on the Maintenance and Graphics Workshops project.

Item No. 9: Marine Exhibit

(Recommendation No. 8)

	1985	1986	1987	1988	1989
Board's Request	-	25	618	265	600
Recommended Funding	-	0	618	265	600

The original Zoo Master Plan included the World of Oceans which was not built because of a shortage of funds. However, some major Marine exhibits can be built in lieu of that pavilion. There is great public interest in marine fish such as sharks and rays and in small whales, walrus and seals.

The proposed Marine exhibit is composed of two exhibits both of which have their own salt-water filtration system. The two exhibits are:

a) A large tank with a salt-water filtration system for the exhibition of sharks, rays and other marine forms of life.

b) A large pool, with below water level viewing as well as surface viewing, with a backdrop of large, rocky cliffs would be built close to the Polar Bear exhibit and be used to display walrus and seals which are animals closely associated with Canada's northern coasts and which play an important part in the culture and life of Northern native peoples.

It is recommended that:

1. The $25.0 thousand requested in 1986 for engineering studies, cost estimates, etc. be deleted from the capital program and be included in the 1986 current budget for consideration.

2. Since the Marine exhibit is for all practical purposes two separate exhibits, it should be shown on the 1986-1990 Capital Program as two items.

3. No funding be expended on the Marine exhibit(s) until the revised Master Plan for the Zoo has been approved. Given the nature and cost of the exhibit(s), it is important that they are properly fitted into the overall development of the Zoo.

Attachment G provides additional information on the Marine Exhibit project.

Item No. 10: Demonstration Headquarters
(Recommendation No. 9)

	1985	1986	1987	1988	1989
Board's Request	-	-	-	15	200
Recommended Funding	-	-	-	0	200

Zoo staff note that a suitable building with adjacent yards and mews is required to accommodate the Zoo's growing family of demonstration animals which would be schooled in the facility.

Educational animal demonstrations have become a popular attraction with Zoo visitors.

It is recommended that:

1. The $15.0 thousand requested in 1988 for engineering studies, cost estimates, etc. be deleted from the capital program and be included in the 1988 current budget for consideration.

2. No funding be expended on the Demonstration Headquarters project until the revised Master Plan for the Zoo has been approved.

ROCKWORK

It is planned to complete the partially constructed Phase I Dall's Sheep enclosure in 1985. This completely new exhibit will give an opportunity for our visitors to view these spectacular animals without the need to board the "Monorail". The exhibit will link in a most natural way the existing Polar Bear Enclosure and the Americas Pavilion to the new exhibits being built during 1985 at the South American Falls and Pools complex.

The year 1985 will see work commence at the Eurasian goat exhibits. The present three uninspired containments will be transformed into representations of rocky outcrops and the wadis of North Africa and Nubia. An exciting feature will suggest to visitors that they are actually sharing the mountainside with the animals. "Windows" in the rock faces accessible from cave-like openings will afford a unique viewing experience.

Other members of zoo staff will receive training in the use of the gunite equipment and the techniques involved in forming the rebar and lath matrix, and in shooting the concrete. A team of zoo personnel skilled in producing this type of exhibit work will prove to be a valuable asset to the zoo.

During 1986 the Dall's sheep exhibit will be completed. A large limestone outcrop will rise behind the '84/'85 work, providing the Zoo with a major exhibit. The Zoo presently possesses the largest captive group of this wild sheep of the Canadian Rockies. A programme of superovulation, embryo collection and transfer is currently being conducted at the Zoo.

New animal management features such as chutes and catch points, incorporated in the work will enable staff to efficiently handle

. . . . 2

the stock and so dispense with the need to raise large "catch-up" groups of Keepers.

The completed new facility should provide the conditions to produce significant numbers of animals for sale.

In 1987 the containment known as the "African Lion Exhibit" will be completed as originally planned. The stark vertical concrete walls which tower over the surrounding area will be treated with gunite and the surfaces sculpted to resemble a red-coloured kopje, so typical of the veldt country of south and east Africa. The effect achieved will compliment the red granite boulders which now grace the east and west approaches to the exhibit.

Metropolitan Toronto Zoo
November 23, 1984

ZOOGEOGRAPHIC MODIFICATIONS

By mid 1986 we will at last be able to make full use of the South American waterfalls and associated pools complex.

Jaguars, the great spotted and water-loving cat, will be housed in the northwest enclosure. Next will be exhibited the very aquatic capybara (the world's largest living rodent). They would share the enclosure with Wooly monkeys, a cebid primate demonstrating a prehensile tail and having a naked-skin grasping feature at the tip of the tail.

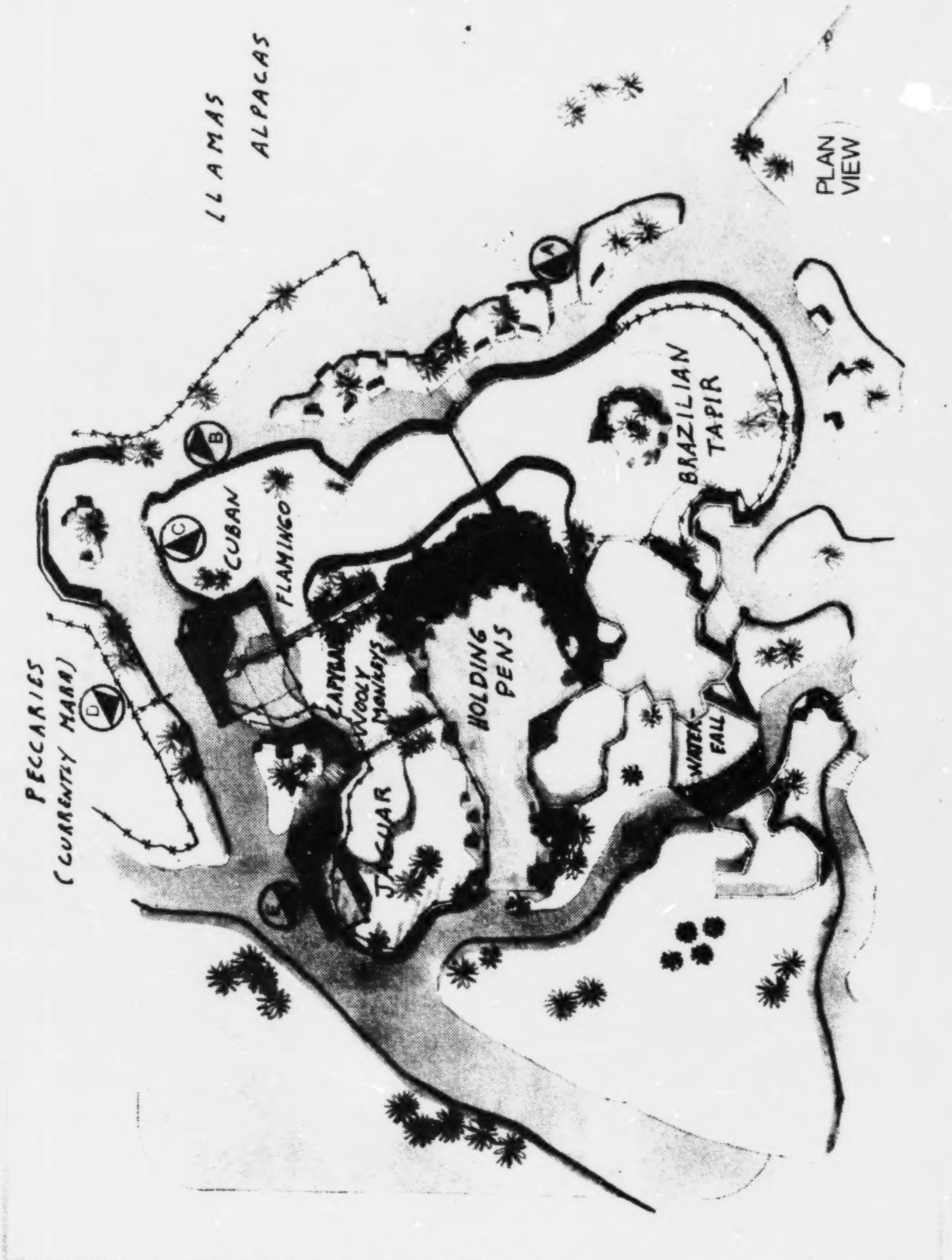
The large pool at the northeast corner of the complex will be home to the Cuban flamingo. The birds will be permitted to remain in their enclosure overnight as provision is made to "predator proof" the containment. Until now the birds have been brought inside each evening, thereby frustrating any attempts they may make to build nests. A small "glass fronted" room will accommodate a few of the birds during the worst of the winter months, thus ensuring a 365-day exhibit. The large pool and enclosure at the southeast corner will become the Brazilian Tapir exhibit. (Refer page 2).

New and adequate housing for the animals will be built in the centre of the exhibit complex. Secure holdings where the dangerous animals will be held whilst exhibits are being serviced will ensure safe conditions for staff working in the area.

The road to the Zoo service area which separates the Mara exhibit from that housing the Llamas and Alpacas is to be moved to the west. Peccaries (the wild pig of the Americas) will replace the Maras and the paddock will be adjacent to that of the American camelids.

. . . . 2

ATTACHMENT B
Page 2 of 4


LLAMAS
ALPACAS
PECCARIES
(CURRENTLY MARA)
CUBAN
FLAMINGO
CAPYBARA
WOOLY
MONKEYS
JAGUAR
HOLDING
PENS
BRAZILIAN
TAPIR
WATER-
FALL
PLAN
VIEW
A
B
C
D
E

The effect of the road movement and re-positioning of the mara paddock will be to offer a public circulation more gentle than existing. The temptation to proceed along a "dead end" and the annoying need to retrace one's steps will be removed.

Sombrillas offering a shady spot to rest will be positioned around the exhibit complex. (Refer page 4)

Some saving in water consumption can be expected. The present vinyl-lined pools are thought to be leaking and are to be replaced by concrete pools.

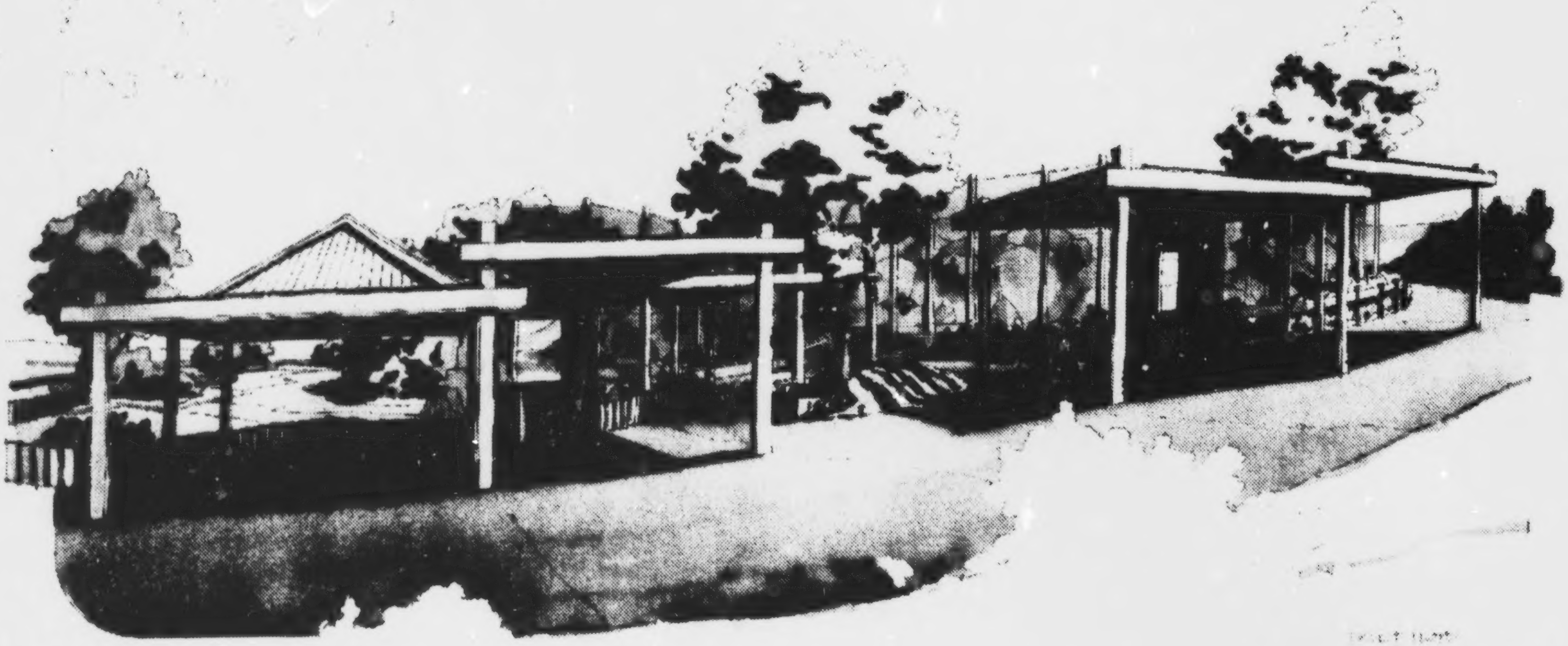
With the exception of the flamingos, the exhibits will be new acquisitions, an addition to the inventory and 1 additional staff will be required in 1985 to service new exhibits.

Feed, heating and structural maintenance costs will impact upon the operating budget also.

Metropolitan Toronto Zoo
November 23, 1984

ATTACHMENT B
Page 4 of 4

(D)



GROUND LEVEL VIEW FROM POINT D
ON PLAN VIEW.

INVERTEBRATE EXHIBITS

Invertebrates were the first animals to colonize the earth and are found everywhere - from the tropics to the tundra, in water, wood, plants, soil and even inside the bodies of other animals. Over a million different species have been identified - more than all other animals combined. Nearly 100,000 species live in North America alone.

Many invertebrates are beneficial providing us with food, pollinating flowers, fertilizing the soil and providing such commercially valuable products as honey, beeswax, silk and sponges. Others are pests that cause considerable damage to crops and trees. Many vertebrates live solely by catching insects and some plants have ingenious methods for trapping insects.

Scorpions, bird-eating spiders, Jerusalem crickets, giant walking sticks, leaf-cutting ants, colourful butterflies, giant silk moths, spotted caterpillars, hermit crabs, venomous centipedes, 12" millipedes, hissing cockroaches, giant diving beetles, water boatmen, and preying mantis can be displayed eye to eye with our visitors.

Invertebrate displays are amongst the most popular Zoo exhibits and although the challenges of culturing invertebrates are many, the visitor satisfaction is correspondingly high.

The year 1985 would see the conversion of the Zoological Society's present office building into a major display area for "changing" exhibits. We hope that such bodies as the Ministry of Natural Resources, Canadian Wildlife Service, Forest Products companies, Pharmaceutical and Insecticide companies, would present exhibitions such as the life history of the Monarch Butterfly, Control of the Spruce bud worm, Production of silk, Ravages of termites, etc.

. . . . 2

These exhibitions, coupled to scheduled changing features in other areas of the Zoo and together with seasonal promotions, would go a long way to encouraging repeat visits by the public.

The invertebrate and plant food culture building (see drawing) is to be built during 1985 at a cost estimated to be around $155,000. This facility is an essential prerequisite for any planned programme for invertebrate exhibits. The life histories and cultural requirements for most invertebrates are intricate and demanding. Maintenance of optimum conditions of temperature, humidity and the control of disease is critical to the success of such exhibits.

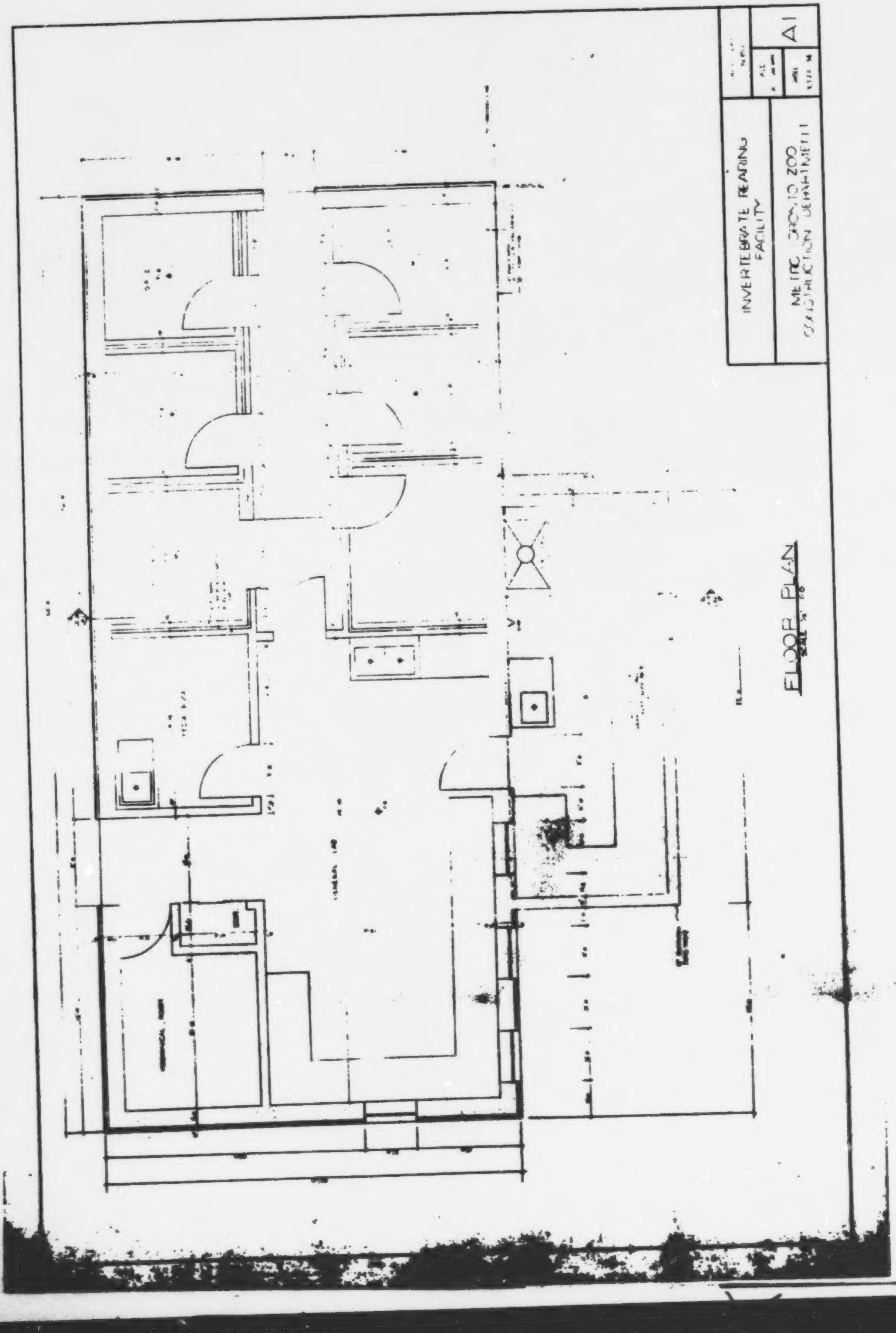
Further during 1985 a number of existing exhibits are to be changed to house invertebrates and new exhibits will be constructed in Pavilions at locations which are presently underutilized.

Building maintenance and energy costs of the invertebrate and food plant culture building, together with the need to recruit one entomologist/invertebrate technician and one Keeper in 1985 and an additional staff person in 1986, would impact upon the operational budget.

In view of the almost completely new nature of the terrestrial invertebrate exhibits, the viability of the programme is utterly dependent upon the recruitment to staff of professional personnel. The work load is additional to and not replacement of that existing.

Metropolitan Toronto Zoo
November 23, 1984

ATTACHMENT C
Page 3 of 3


INVERTEBRATE REARING FACILITY
METRO TORONTO ZOO CONSTRUCTION DEPARTMENT
A1
FLOOR PLAN

PUBLIC VIEWING

At many exhibits prime public viewing (that view of the exhibit offering a look at the animals unimpeded by fencing or like interruption, or situated at or by a feature of the display such as a pool or wallow) is severely limited. For example: the elephant paddock has a measured perimetre of 780 feet, however, our visitors can view the specimens from just a meagre 130 feet.

In 1985, the Cape fur seal exhibit would be equipped with a bank of bleachers. A Keeper's demonstration point, from which the "seal show" would be conducted, would be built. The unsightly chainlink surmounting the present prime viewing would be removed and the viewing raised. A new walk mounted upon the unsightly and useless dry moats would triple the prime viewing.

The "seal show" will be developed into a significant public demonstration of an entertaining nature. The show would be dignified and in keeping with modern Zoo philosophy. The diving, swimming and retrieving proclivities can be shown to maximum effect.

Also, we would like to create another area of prime viewing at our elephant enclosure. This project would be built over and around the pool in which the elephants bathe and which offers an unforgettable sight, especially on warm, summer days. Provision also would be given to photographers for excellent shots.

The year 1986 would see the building of the raised walkway across the African savanna paddock. Rhinoceros, Zebra, Ostrich and Kudu would be viewed from an elevated walkway offering unrivalled opportunities to our many avid camera-buff visitors.

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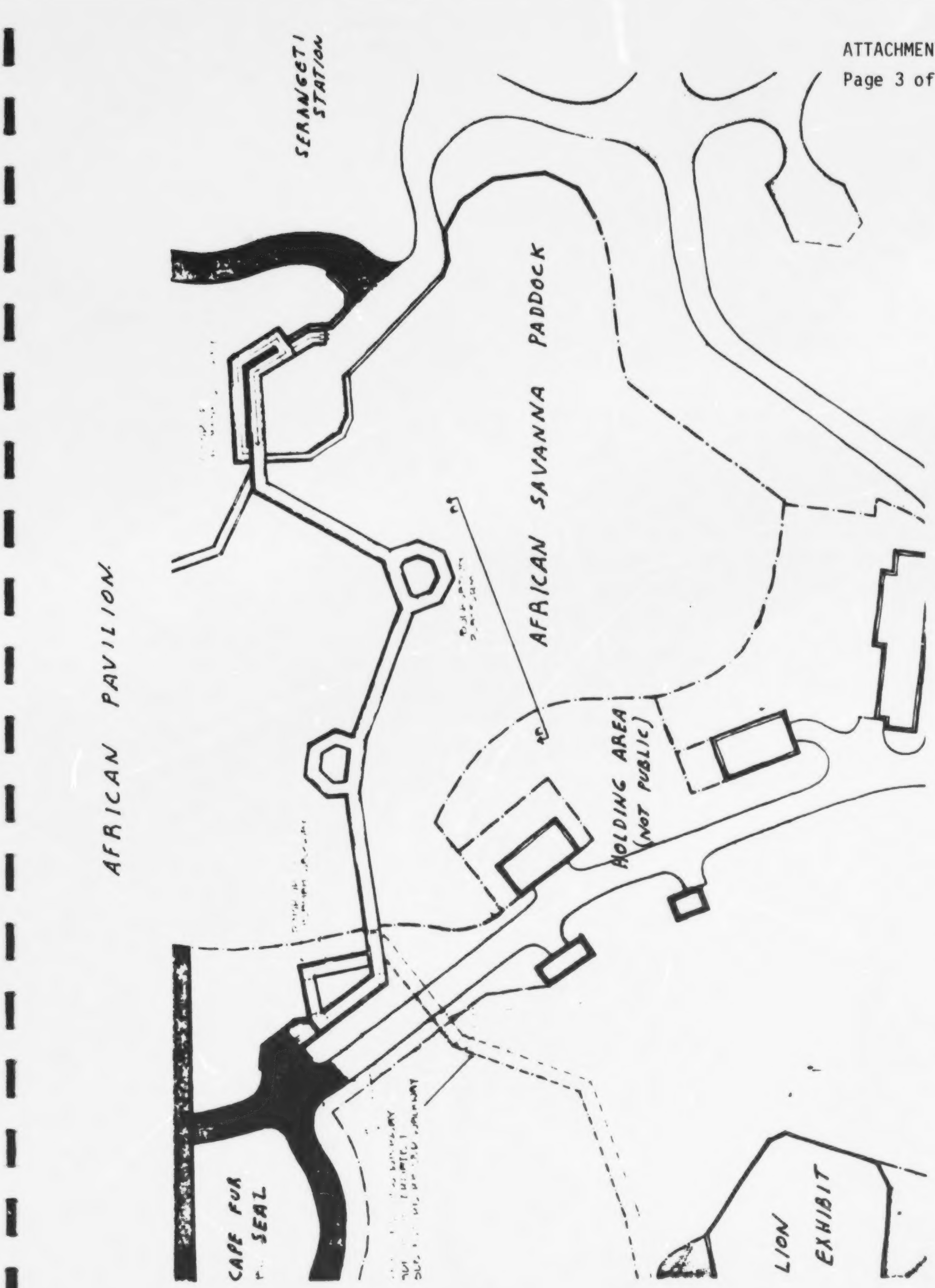
Should circumstances permit, the walkway would be extended northward crossing between the Sable Antelope and Springbok paddocks, thereby permitting visitors to "short-circuit" the long walk around Africa and delivering them directly in front of the African Lion exhibit.

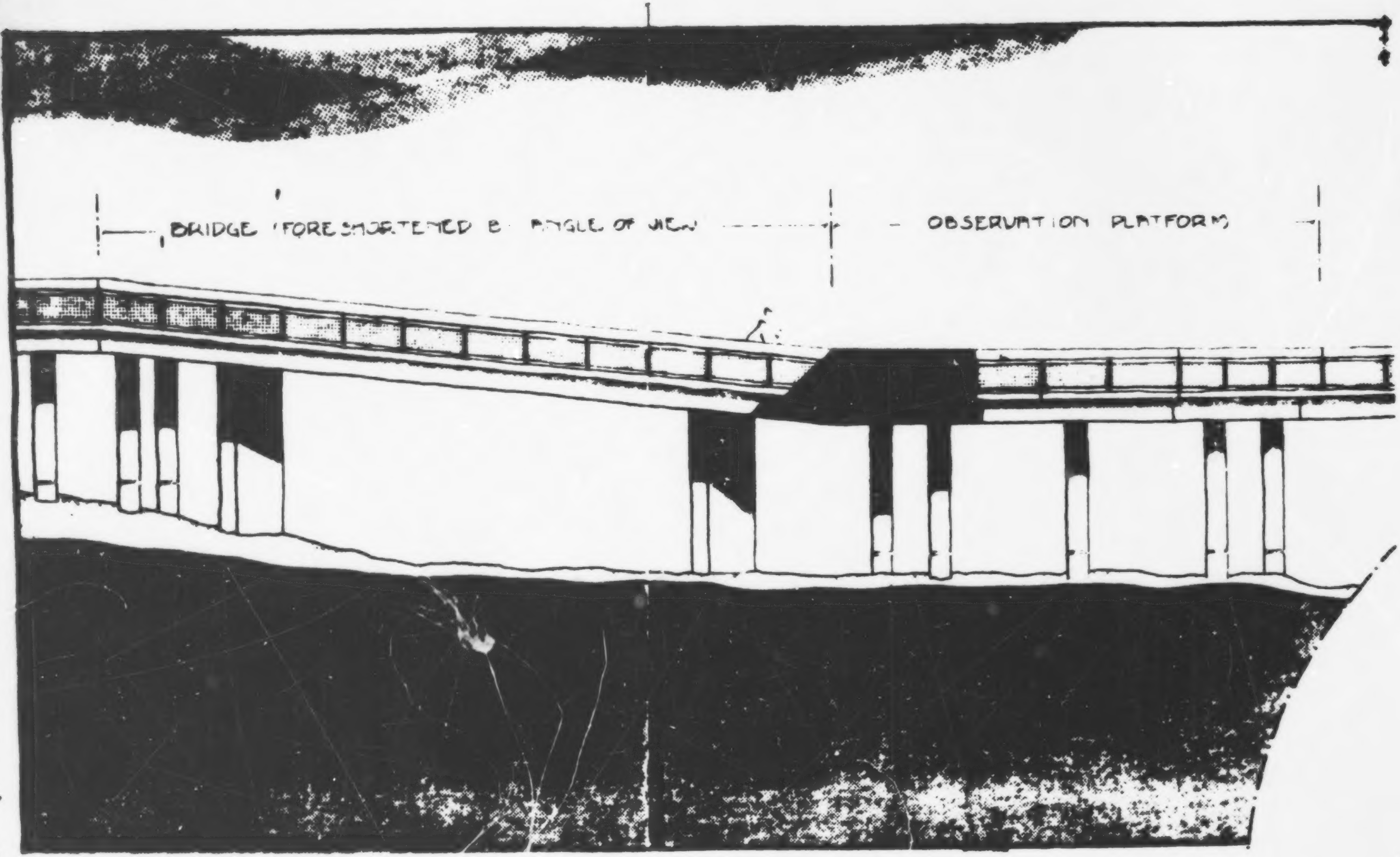
During 1988, a major upgrading of public viewing at the "Polar Complex" would take place.

See attached drawings.

Metropolitan Toronto Zoo
November 11, 1984


SERANGETI STATION
AFRICAN PAVILION
AFRICAN SAVANNA PADDOCK
HOLDING AREA (NOT PUBLIC)
CAPE FUR SEAL
LION EXHIBIT

ATTACHMENT D
Page 4 of 4


BRIDGE (FORESHORTENED B ANGLE OF VIEW
OBSERVATION PLATFORM

WALKWAY ACROSS THE AFRICAN SAVANNA EXHIBIT

CANADIAN DOMAIN

Canada is home to a number of economically important fur-bearing mustelids. During 1985 three containments would be constructed at sites alongside the road leading down into the Valley of the Rouge River and viewable from the "monorail".

The Wolverine, the mystical animal of many campfire tales with a reputation for enormous strength and great intelligence, would be exhibited in a palisade/mesh enclosure similar to those presently in use for the Lynx, Puma and Bobcat. This type of containment blends into the surrounding woodland in a most unobtrusive manner.

The Fisher and the Marten would have their homes in the other containments to be built.

It is felt important that the Canadian Domain area be "fleshed out" with new exhibits.

In 1986, considerable upgrading of the Weston Waterfowl Pond and surroundings is anticipated. The area is of considerable importance being the feature exhibit at the Weston Station stop of the Domain ride. An observation deck is in place offering an overview of this scenic area. We have, however, been unsuccessful in maintaining exhibit specimens in sufficient variety and numbers due to the attention of predators. Selected portions of the exhibit would be given complete protection. Islands on which the birds could nest in safety would be built and winter accommodation for the less hardy species would be provided.

A Wolf wood would be constructed in order to accommodate

. . . . 2

our growing packs. Wolves are extremely popular zoo animals with a highly structured social life. They are endangered throughout their range and the Metro Toronto Zoo offers a refuge for the few orphans of the White arctic race which Canadian Wildlife Service officers come upon in the North West Territories from time to time.

In 1987, several areas would be fenced and provided with shelter and separation facilities for the three species of deer, White-tail, Black-tail, Woodland Caribou, offering a viewing experience to our pedestrian visitors. These enclosures would be set out along a nature trail and will be of a major educational value. Ski trails will be extended into this area and should add to the growing magnetism of the Zoo as a winter-time attraction.

During 1988 a Black Bear exhibit would be constructed. The Black Bear, perhaps more than any other mammal, epitomises the great northland of Ontario. Very many cubs are orphaned each year and most are destroyed for there are few places available for them to be transferred to. The exhibit will be so constructed that visitors will feel that they are sharing the forest with the bears.

Views from the tree-tops, from beneath a "beaver's lodge" and the safety of a hill-side ledge will lend credence to the concept. Pools, sand slides and other naturally occurring play items will ensure an active, exciting display at all times.

It is envisaged that apart from providing an imposing zoological exhibit, the facility would offer "half-way" accommodation for cubs going overseas and, hopefully, will be used as a training ground where unimprinted cubs can be schooled in the art of survival prior to release back into the wild.

. . . . 3

The grizzly bear dens and paddock would receive considerable up-grading. Artificial rock-work would become a feature, replacing the dead and dying trees which presently relieve the monotony of the paddock. The rock work will rise above the level of the guideway at parts providing riders with an added dimension of this exhibit.

Metropolitan Toronto Zoo
November 23, 1984

ATTACHMENT F
Page 1 of 1

MAINTENANCE & GRAPHICS WORKSHOPS

Apart from the poured concrete of Pavilion exhibits, the other components - nylon netting, palisade poles, cedar lumber - have a relatively short life and will need to be replaced in the near future.

An opportunity will present itself to design and develop some exceptionally fine and unique exhibits fashioned from gunite, fibreglass and plastics, using technologies not available when the Zoo was planned.

These exhibit components - rockfaces, buttressed forest trees, caves, chasms, cataracts - would be fabricated in an extended and altered workshop, thus reducing considerably the "down time" of exhibits.

Molds, forms and techniques developed could be offered to other organizations, giving an opportunity for some recupment of investment.

The expanded workshops and studios would be designed and constructed so as to separate the functions needing fire protection and fume exhaust requirements from other less hazardous activities to be carried on in the building.

Metropolitan Toronto Zoo
November 23, 1984

ATTACHMENT G
Page 1 of 1

MARINE EXHIBIT

Only one major group of vertebrates, the Cartilaginous fishes (SELACHII) are without representation in the collection.

A large tank will be constructed, together with the plant and equipment necessary to maintain water quality and reserve. Viewing of the sharks and rays, with their closely attached remora, will be from varying levels, with a walkway spiralling around the tank. It is hoped that the feeding of the sharks will become a public spectacle.

Two or three small "rock pools" will contain "hands on" specimens of their wonderful fauna which are equipped in marvelous ways to resist dehydration when uncovered by the ebbing tides. "Hold-fasts" will show by which means these same organisms can withstand the pounding waters of coastal storms.

Numbers of aquaria are located throughout the zoo now. It is not the intention of the Board of Management to attempt in any way to exhibit a comprehensive collection of fishes or other forms of aquatic life, but rather to fill in the significant voids so as to make the collection more complete and educational, thereby fulfilling the Board's mandate.

The Polar complex, of which the Seal/Walrus exhibit was only partially constructed (and unused since zoo opening), will be completed.

An opportunity will become available to demonstrate the predator/prey relationship. Seals will swim past the polar bears, but separated from their traditional enemy by a glass wall, invisible to the casual observer.

Cohesion of the whole exhibit complex would be obtained by the use of gunite techniques reproducing natural-like rock structures characteristic of Canada's north. The Caribou to be seen on the barrens located behind the Polar bears will add authenticity to the scene created.

Metropolitan Toronto Zoo
November 23, 1984

ATTACHMENT H
Page 1 of 2

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR METROPOLITAN TORONTO ZOO

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				ESTIMATED EXPENDITURES (GROSS)								
				THOUSANDS OF DOLLARS								
SUMMARY												
WORKS IN PROGRESS		2,318	1,487	225	979	707	80	327	0	2,093	0	
WORKS WITH SOME COMMITMENT		2,068 ~~946~~	0	0	1,200 ~~70~~	86	267	515	0	2,069 ~~946~~	0	
WORKS WITH NO COMMITMENTS MADE		2,143 ~~3,233~~	0	0	0 ~~50~~	210 ~~235~~	618	265 ~~200~~	800	1,893 ~~1,903~~	250	
GROSS EXPENDITURE		6,529 ~~5,497~~	1,487	225	2,179 ~~1,107~~	1,003 ~~1,020~~	965	1,107 ~~1,122~~	800	6,054 5,022	250	
SUBSIDIES		0	0	0	0	0	0	0	0	0	0	
GRANTS		0	0	0	0	0	0	0	0	0	0	
OTHER EXTERNAL FUNDS (ZOO SAVINGS.		1,200 ~~0~~	0	0	1,200 ~~0~~	0	0	0	0	1,200 ~~0~~	0	
NET CAPITAL EXPENDITURE		5,329 ~~5,497~~	1,487	225	979 ~~1,107~~	1,003 ~~1,020~~	965	1,107 ~~1,122~~	800	1,854 ~~5,022~~	250	
WORKS IN PROGRESS:-												
1 ROCK WORK	1	805	342	150	310	265	80	0	0	655	0	
2 ZOOGEOGRAPHIC MODIFICATIONS	2	391	375	25	154	212	0	0	0	366	0	
3 INVERTEBRATE EXHIBIT	3	231	225	25	206	0	0	0	0	206	0	
4 PUBLIC VIEWING FACILITIES	4	891	545	25	309	230	0	327	0	866	0	
		2,318	1,487	225	979	707	80	327	0	2,093	0	

ATTACHMENT H

Page 2 of 2

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR METROPOLITAN TORONTO ZOO

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				ESTIMATED EXPENDITURES (GROSS)								
				THOUSANDS OF DOLLARS								
WORKS ON WHICH NO PHYSICAL CONSTRUCTION HAS COMMENCED BUT ON WHICH CERTAIN COMMITMENTS HAVE BEEN MADE												
5 CANADIAN DOMAIN EXHIBITS	7	868 ~~946~~	0	0	0 ~~70~~	86	267	515	0	868 ~~946~~	0	
6 Zoological Society H.Q.	10	1,200	0	0	1,200	0	0	0	0	1,200	0	
		2,068 ~~946~~	0	0	1,100 ~~70~~	86	267	515	0	2,068 ~~946~~	0	
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE:-												
7 ~~6~~ MAINTENANCE & GRAPHICS WORKSHOPS	5	0 ~~50~~	0	0	0 ~~50~~	0	0	0	0	~~50~~	0	
8 ~~7~~ LION EXHIBIT	6	210	0	0	0	210	0	0	0	210	0	
9 ~~8~~ MARINE EXHIBIT	8	1,583 ~~1,608~~	0	0	0	0 ~~25~~	618	265	600	1,483 ~~1,508~~	100	
10 ~~9~~ DEMONSTRATION HEADQUARTERS	9	350 ~~365~~	0	0	0	0	0	0 ~~15~~	200	200 ~~215~~	150	
		2,143 ~~2,233~~	0	0	0 ~~50~~	210 ~~235~~	618	265 ~~200~~	800	1,893 ~~1,983~~	250	

January 7, 1985

SUMMARY REPORT OF THE 1985 - 1989 CAPITAL PROGRAM REVIEW

BY: MAYOR TONKS

EXHIBITION PLACE

(In $000's)

Net Cost	1985	1986	1987	1988	1989
Targets as approved by Council (February 28, 1984)	*	*	*	*	*
Exhibition Place Submission (Including Stadium Turf Replacement)	13,179	14,748	21,319	10,030	3,813
Recommended Funding	9,589	17,118	21,319	10,030	3,813

* To be revised upon approval of the Exhibition Place Development Plan. Program level not supported by detail at this time.

Effect on Establishment

	1985	1986	1987	1988	1989
Cumulative Staff Requirements	0	0	0	0	0

Recommendations:

It is recommended that:

1. The $250 thousand provided in 1985 for Item No. 14 -Market Study, be deleted; and that Metropolitan Toronto include within the 1985 Current Estimates an amount to provide for the 1985 completion of an Exhibition Place market study. This study should recommend future roles for the site, given the disposition of the Dome Stadium. (See Pages 6 and 21)

2. The 1985 market study planned for Item No. 4 Carlsberg Building be incorporated with the Exhibition Place Market Study; and that the $30 thousand provided for this study purpose in 1985 be retained for masonry repairs on the building. (See Page 10)

3. The 1985 Estimate and Gross Project Cost of Item No. 6 - Automotive Building, be reduced by $210 thousand. (See Page 11)

4. An amount of $875 thousand be deferred from 1985 to 1986 on Item No. 9 - Other Buildings. (See Page 14)

5. Pre-1985 expenditures, estimates and O.M.B. approvals for the 1984-1988 Capital Program Items (No.'s 5, 6, 11 and 14) that have been combined into Item No. 9 - Other Buildings in the 1985-1989 Capital Program, be allocated back to the appropriate original project. (See Page 14)

6. An amount of $1,495 thousand be deferred from 1985 to 1986 on Item No. 11 -Parks, Parking Lots and Roads. (See Page 17)

7. The 1985 Estimate and Gross Project Cost of Item No. 12 - Equipment, be reduced by $155 thousand. (See Page 18)

8. Pre-1985 expenditures and estimates for Item No. 12 - Equipment be reallocated back to the appropriate 1984-1988 Capital Program Items and that this Item be identified as a new project. (See Page 18)

9. (a) The Gross Project Cost of Item No. 13 Exhibition Stadium be reduced by $55 thousand to $1,990 thousand;

   (b) the 1985 Estimate for Other External Funds be increased by $550 thousand;

Summary of Recommendations

If the foregoing recommendations are approved, the following program will result:

Item No.	Name	1985	1986	1987	1988	1989	Total Project Cost
Program as Submitted		13,179	14,748	21,319	10,030	3,813	72,405
Recommended (Reductions)/Additions: (to Net Expenditure)							
14	Market Study	(250)					(250)
6	Automotive Building	(210)					(210)
9	Other Buildings						
	- Press Building	(480)	480				
	- Police/Fire Station	(295)	295				
	- General Services Building	(100)	100				(789)
11	Parks, Parking Lots and Roads	(1,495)	1,495				
12	Equipment	(155)					(580)
13	Exhibition Stadium	(605)					(605)
	Sub-Total	(3,590)	2,370	-	-	-	2,434
	Revised Program (Net)	9,589	17,118	21,319	10,030	3,813	69,971

Overview

In 1983 an agreement between Metropolitan Toronto and the Board of Governors of Exhibition Place was signed. This agreement provides for the Board to be responsible for the use, operation, maintenance and management of the Exhibition Place lands in accordance with the Municipality of Metropolitan Toronto Act and any general policies established by Metro Council.

Targets have not existed for the C.N.E. during the past two budget processes. This action was taken originally, pending approval of the C.N.E. master plan and, more recently, pending an announcement of the location of the Dome Stadium. The Exhibition Place Development Plan was released by the Chairman's Office in the summer of 1983 but has not been approved by Council. The possibility of a new stadium and its effects on the grounds has impeded mid and long range capital planning during this period.

Recent media reports suggest that the Premier will either announce a dome site prior to the end of January, or announce a deferral for an extended period of time. These reports also indicate that the Exhibition Place site is not in the running, with the C.N. Tower and Woodbine locations being preferred.

A sports/exhibit facility located elsewhere in Metro raises serious concern about the impact on the Exhibition Place trade show demand. This concern is amplified if the C.N. Tower site is selected with a linkage to the Convention Centre. Such a major complex may exploit the trade show potential to the detriment of Exhibition Place.

Over the past ten years, capital funding for the site has essentially allowed only basic maintenance and safety items to be addressed, excluding the Stadium expansion. The 1984 capital budget of $7 million departed from this position by including a significant degree of renovation, upgrading, and improvement of facilities. This five year program requests a substantially higher degree of both the basic level of expenditure and renovation work than occurred in 1984.

The Board of Governors have submitted a capital program with a cost of $63 million over the five years and total project costs of $72 million. The Board has approved only the 1985 request of approximately $13 million and provided the balance of the forecast to Metro for information. This position was taken in response to the budget request that a five year program be provided, in view of the lack of clarity surrounding future development of the site.

Every project that existed in the previous program has increased in cost for 1985. This reflects the Board's position that restoration must be undertaken at a higher level than in the past. Since the project information provided centers on 1985, and the post-1985 program is "unofficial" from the Board's perspective, this analysis will focus on 1985.

The capital program in 1985 includes the continuation of renovations at the Coliseum; major life and fire safety work in the Food Building, replacement of the artificial turf at the Stadium, and a variety of smaller maintenance, safety, restoration and improvement projects.

A life safety study on the Food Building is nearing completion which indicates that expenditure in the order of $2 million is required for life safety improvements. Negotiations with the Fire Chief must now occur concerning the extent of improvements required in 1985. The outcome of these negotiations will have a bearing on the opening of this building for the 1985 Fair.

The Exhibition Place Development Plan said very little about the future of the Food Building other than the fact the building would be retained. If life safety work is necessary as a requirement to opening the building for the 1985 Fair it will be required prior to the outcome of the recommended marketing study.

Future Planning

The report approved by Metro Council relating to the Dome Stadium (E.C.R. 6, February 28, 1984) contained the following recommendations:

"(1) That the Council of Metropolitan Toronto commits itself to ensuring the future vitality of Exhibition Place and to the continued exploration of the feasibility of establishing an International Trade Centre at Exhibition Place, with or without a sports stadium;

(2) that similar assurances be sought from the Government of Ontario; and

(3) that an updated Exhibition Place Redevelopment Plan be brought forward to the Metropolitan Council by the end of 1984 with a capital works time-table beginning in 1984."

Metropolitan Toronto staff have not complied with the third recommendation pending a decision on the approval and location of a Dome Stadium. The Exhibition Place capital program includes $250 thousand for a study to examine the future marketability of Exhibition Place for trade shows and other uses. This study is necessary for the completion of a development plan for the future of this facility. It is possible that an announcement on a Dome Stadium for Toronto may be made by the Premier in the next few weeks. This would greatly assist the future planning process for Exhibition Place. If a Dome decision is not made, the market study may require multiple scenarios to consider alternate futures for the facility.

Metro Toronto has a vital interest in any redevelopment of Exhibition Place. The 1979 Management Review of the C.N.E.A. recommended that Metro Council assume the complete responsibility for developing and approving a master plan for the rehabilitation and use of the existing assets and for the future redevelopment of the site. It is also relevant that the cost for such a market study in 1985 is unknown.

It is therefore recommended that:

(1) Funds provided in this program for market plan purposes be deleted; and that Metropolitan Toronto include within the 1985 Current Estimates a provision for the 1985 completion of an Exhibition Place marketing plan. This plan should recommend future roles for the site, given the disposition of the Dome Stadium.

Project Comments

Works In Progress

Item No. 1: Coliseum Complex

	1985	1986	1987	1988	1989	Total Project Cost
Request	2,334	1,817	2,925	1,842	-	11,797
Recommended Funding	2,334	1,817	2,925	1,842	-	11,797

Eight separate projects are identified for 1985 within this item, relating to restoration or renovation. A major renovation of this facility was identified for 1989-1990 in the Exhibition Place Development Plan. Staff have advanced this timing due to deterioration of the building and work started in 1984. Work is scheduled for roofs, trusses, insulation, masonry and fire safety items. The largest single project contained within this estimate is fire safety work estimated at $900 thousand.

This building is the backbone of the exhibit facilities on-site and is in need of renovation. While formerly a concern, the 1984 projected rate of completion on this project by staff has demonstrated their ability to undertake a large renovation program despite trade show interruption. Future requirements result in a phased renovation program for this building ending in 1988.

Item No. 2: Better Living Centre

	1985	1986	1987	1988	1989	Total Project Cost
Request	200	2,903	2,243	1,397	-	7,900
Recommended Funding	200	2,903	2,243	1,397	-	7,900

Two hundred thousand dollars of expenditure is planned in 1985 to correct a drainage problem around the perimeter of the building. This water problem is deteriorating the masonry walls. This funding also provides for certain emergency lighting upgrades.

The building is for the most part unheated and the post-1985 funding is for a complete renovation of the building. A consultants report noted that while sufficient demand would exist for a winterized B.L.C., it would not be considered a high quality exhibit facility. The Exhibition Place Development Plan called for this facility to be linked to the new exhibition/sports facilities.

The marketing plan review in 1985 should consider the future of such buildings in terms of viability and alternate uses, prior to the commencement of major renovation work. In the meantime, these remedial works noted above for 1985 should proceed.

Item No. 3: Queen Elizabeth Building

	1985	1986	1987	1988	1989	Total Project Cost
Request	295	871	760	-	-	2,977
Recommended Funding	295	871	760	-	-	2,977

The requested 1985 funding allows for the demolition of the Music Building. This will provide for the necessary truck access to the Queen Elizabeth building and theatre. The 1985 funding also provides for upgrading of the electrical distribution system and other electrical work in this 27 year old building.

Estimates for 1986 and 1987 include; a link to the Better Living Centre, a loading dock and fire code corrections.

Item No. 4: Carlsberg Building (Ontario Government Building)

(Recommendation No. 2)

	1985	1986	1987	1988	1989	Total Project Cost
Request	30	4,454	7,657	1,554	125	14,001
Recommended Funding	30	4,454	7,657	1,554	125	14,001

The $30 thousand in 1985 is for a market study of this building which will examine the potential for an additional year round, heated exhibit facility. The $14 million total project cost assumes that the study will provide the justification for the renovation. In view of the fact that a major market study will be undertaken in 1985 for the entire site, examination of the market for this building should be included in that study.

Exhibition Place staff agree with including this building in the larger market study for 1985. They have also requested that the 1985 funding not be removed in order to allow for unanticipated masonry repairs to be undertaken on the building exterior. It is therefore recommended that the 1985 market study planned for Item No. 4 Carlsberg Building be incorporated in recommendation 1; and that the $30 thousand provided for this study purpose in 1985 be retained for masonry repairs to the building.

The post-1985 funding request is for renewal of the existing floor, construction of an enclosure for weather protection of the loading dock area and miscellaneous electrical work. The funds provided in 1985 can be removed from the program and the Gross Project Cost.

It is recommended that the 1985 Estimate and Gross Project Cost of Item No. 6 Automotive Building be reduced by $210 thousand.

Item No. 7: Food Building

	1985	1986	1987	1988	1989	Total Project Cost
Request	2,155	-	-	-	-	2,245
Recommended Funding	2,155	-	-	-	-	2,245

The 1985 funding request includes two areas of expenditure. Caulking repair to exterior walls and opening of the wall to provide public access to interior washrooms will consume $200 thousand. Fire safety items which include a sprinkler system, fire alarm system, emergency lighting and 80 permanent booth vents is estimated at $1,945 thousand.

The estimate for fire safety items is predicated on the result of a life safety study for this building due early in the new year, and on negotiation with the Fire Chief concerning the upgrading and remedial action necessary after the study is completed. The degree of the work necessary as a requirement to open the building for the 1985 Fair will depend on these negotiations. Preliminary indications are that the consultant is estimating between $1,600 thousand and $1,900 thousand in remedial work for life safety purposes.

Item No. 5: Arts, Crafts and Hobbies Building

	1985	1986	1987	1988	1989	Total Project Cost
Request	225	36	364	290	-	1,499
Recommended Funding	225	36	364	290	-	1,499

The funding included in 1985 allows for removal of interior masonry arch walls and installation of overhead doors for improved commercial access. Both items are expected to improve rental prospects. Removal of the arches inside the building will reduce the compartmentalized atmosphere of this facility and a sporting event is presently being negotiated for the new open space.

Access to the building by exhibitors has long been a problem and this estimate will provide overhead door facilities to minimize congestion.

Item No. 6: Automotive Building

(Recommendation No. 3)

	1985	1986	1987	1988	1989	Total Project Cost
Request	210	305	1,638	600	145	3,230
Recommended Funding	-	305	1,638	600	145	3,020

The funding requested in 1985 was planned for the construction of loading docks in a saw-tooth, or angular configuration on the west side of the building. Truck access to this building has long been a problem. Preliminary engineering on the saw-tooth style reveals that this would increase the problem, by reducing the seven existing docks to a maximum of four. This occurs due to the increased space required for this type of design. This project is therefore not practical and a viable solution to this problem does not appear to exist at this time.

Item No. 8: Horse Palace

	1985	1986	1987	1988	1989	Total Project Cost
Request	330	430	2,625	2,756	2,894	9,435
Recommended Funding	330	430	2,625	2,756	2,894	9,435

The major item included for 1985 is the replacement of a freight elevator originally installed in 1932. Other upgrading is planned for the veterinary stalls and the installation of an air curtain on the north doors.

Metro Toronto pays for the utility consumption throughout the duration of the Royal Agricultural Winter Fair, as a result of a long-standing agreement. In 1984 funds estimated at $117.8 thousand were provided in the Sundry at Large account for this purpose. Installation of an air curtain should moderate this estimate for 1985.

Item No. 9: Other Buildings

(Recommendations No. 4 and 5)

	1985	1986	1987	1988	1989	Total Project Cost
Request	1,515	1,115	561	1,031	29	5,040
Recommended Funding	640	1,990	561	1,031	29	4,251

The 1985 funding request constitutes a new project. The program summary (Attachment I), however, indicates that expenditure occurred with respect to some items in 1984 and that O.M.B. approval was obtained. The reference to 1984 relates to four 1984 projects which have been combined with this new project in error (1984 Item No.'s 5, 6, 11 and 14). The Gross Project Cost and pre-1985 expenditure of this project should be reduced by $789 thousand and the O.M.B. approval should be reduced by $991 thousand to correct this situation. The O.M.B. approval and pre-1985 columns on Attachment I will read zero as a result of these changes and the item will become a new project.

The 1985 portion of the estimate allows work on seven buildings or areas on the site as indicated below:

Press Building - $680 thousand

- initial stage of heating system installation (to be completed in 1986)
- restoration, upgrading of the second floor (first floor planned for 1986)
- the development plan identified an archival use, but floor loads will not permit this use

Fire Hall/Police Station - $320 thousand

- electrical rewiring and redecoration of police station required
- renovate fire hall kitchen
- replace the roof on both sections of the building
- the building exterior has been restored

Horticultural Building - $100 thousand

- storm sewer repairs required - water is backing up in the building

General Services Building - $100 thousand

- install loading docks

Gardiner Cubicles - $95 thousand

- refurbishment of cubicles according to Metro Roads and Traffic schedule of work on the Gardiner Expressway

Foods of the World Area - $50 thousand

- building repairs, vent installations, garbage handling

Bulova Tower - $150 thousand

- consultants report indicates $150 thousand is required to either undertake long-term maintenance or to demolish the structure
- if preservation is selected, $150 thousand is required in 1986 for elevator replacement

Of the above, the following items are recommended for deferral:

Fire Hall/Police Station - $295 thousand

- a potential relocation of the police force on-site is being negotiated, and plans for a staff security force are under consideration. This could eliminate the present police station utilization and brings into question the future use of the building. The $25 thousand being retained in 1985 is required for work on the rear wall of the building.

Press Building - $480 thousand

- defer interior renovation until a long-term use for the building is determined
- $200 thousand retained for sealing of the building exterior to stop deterioration

General Services Building - $100 thousand

- examine less costly alternatives for providing loading docks

It is therefore recommended that an amount of $875 thousand be deferred from 1985 to 1986 on this Item; and that pre-1985 expenditures, estimates and O.M.B. approvals for the 1984 - 1988 Capital Program Items (Nos. 5, 6, 11, 14) that have been combined into Item No. 9 other Buildings in the 1985-1989 Capital Program, be allocated back to the appropriate original project.

Item No. 10: Pre-Engineering and Consulting

	1985	1986	1987	1988	1989	Total Project Cost
Request	300	300	300	300	300	1,800
Recommended Funding	300	300	300	300	300	1,800

A report to Metro Council on November 29, 1983 authorized the approval of $300 thousand for pre-engineering and consulting work for the 1984-88 Capital Program. A similar amount has been provided in each of the years currently under review to plan, cost and justify future submissions.

Item No. 11: Parks, Parking Lots and Roads

(Recommendation No. 6)

	1985	1986	1987	1988	1989	Total Project Cost
Request	3,035	1,017	2,096	105	110	6,363
Recommended Funding	1,540	2,512	2,096	105	110	6,363

This item contains seventeen individual activities. The project intends to repair, replace or improve underground services, above ground facilities (lighting, walkways, fountains), pave The Gore and improve waterfront facilities. The portion of the project in 1985 which relates to visitor safety is estimated at approximately $540 thousand for lighting and walkway repairs.

The underground services work represents the continuation of a 1984 replacement program which is supported by a 1982 consulting report. This work is estimated at $500 thousand in 1985. The balance of the 1985 project, estimated at $1,995 thousand, relates to the renovation and repair of facilities or the provision of new facilities. This amount includes $850 thousand for the paving of The Gore for parking purposes and $275 thousand for upgraded waterfront facilities. Washroom repair and additions, fountain and street lighting repairs and other miscellaneous work represent the balance of the work estimated for 1985.

The previous concept of only maintaining minimal maintenance and safety expenditure in the short term is not shared by the Board of Governors. Comments concerning the future of the site in this report suggest that new facilities, improvements and renovations should be deferred pending the 1985 market study and planning exercise for the C.N.E. to the extent possible.

Review with Exhibition Place staff has determined that $1,495 thousand in work intended for 1985 can be deferred to 1986 pending completion of the market study. This deferral includes paving The Gore, upgrading waterfront facilities, providing for the acquisition of the Disney Dome (which was undertaken in 1984) and other miscellaneous projects.

It is recommended that $1,495 thousand be deferred from 1985 to 1986 on Item No. 11: Parks, Parking Lots and Roads.

Works On Which No Commitments Have Been Made

Item No. 12: Equipment

(Recommendations No. 7 & 8)

	1985	1986	1987	1988	1989	Total Project Cost
Request	255	1,500	150	155	210	2,695
Recommended Funding	100	1,500	150	155	210	2,115

Analysis has indicated that $155 thousand of the above estimate was intended to finance studies on communication or information related systems. One of these projects related to a telephone study will now not occur in 1985 and the balance of the studies are more appropriately financed from the current estimate. The funding recommended provides for the replacement of obsolete catering equipment and insultation work.

It is recommended that $155 thousand be deleted from the 1985 Estimate and Gross Project Cost.

In the program summary (Attachment I) pre-1985 expenditure is recorded against this item in error. This is actually a new project for 1985. The $425 thousand shown as expenditure up to December 31, 1984, relates to previous projects that are no longer in the program and should be deleted.

It is also recommended that Pre-1985 expenditures and estimates for Item No. 12 - Equipment be allocated back to the appropriate 1984 - 1988 Capital Program Items and that this item be identified as a new project.

Item No. 13: Exhibition Stadium

(Recommendation No. 9)

	1985	1986	1987	1988	1989	Total Project Cost
Request	2,045	-	-	-	-	2,045
Recommended Funding	1,990	-	-	-	-	1,990

Metro Council considered Clause 1 of Executive Committee Report, Number 32 on December 4, 1984. This report dealt with artificial turf for the Exhibition Stadium and recommended:

"That a contract for the removal of the artificial turf and the supply and installation of new artificial turf at Exhibition Stadium be awarded to Monsanto Canada Inc. in the amount of $1,921,260 and that the total cost including consulting fees of the project be $1,989,560.

(a) That the Toronto Blue Jays Baseball Club contribute $450,000;

(b) that the Toronto Argonaut Football Club contribute $100,000;

(c) that the remaining cost of $1,439,560 be paid from the Stadium Capital Improvements Reserve Fund, and that the Metropolitan Executive Committee and the Metropolitan Council be requested to authorize this expenditure."

In approving the above, Metro Council indicated that Exhibition Place should, prior to the contract award, review the decision to proceed with the high tender. The Board again recommended awarding the contract to the highest tenderer at a Board meeting held December 12, 1984. The Board's action was subsequently approved by Metro Executive.

Metro will finance this project by applying the Argonaut and Blue Jay contributions directly to the project to produce a net capital expenditure of $1,440 thousand for the item. The contribution of $1,440 thousand from the Capital Improvement Reserve Fund will be recorded on the Summary Financing Page for the Metro Corporation. This method is consistent with previous corporate practice.

It is therefore recommended that:

(a) The 1985 Estimate and Gross Project Cost of Item No. 13 Exhibition Stadium be reduced by $55 thousand to $1,990 thousand;

(b) that the 1985 Estimate for Other External Funds be increased by $550 thousand;

Item No. 14: Market Study

(Recommendation No. 1)

	1985	1986	1987	1988	1989	Total Project Cost
Request	250	-	-	-	-	250
Recommended Funding	-	-	-	-	-	-

As noted in the Future Planning section of this report, the funds for this item should more appropriately be provided from the Metro Corporation in the current account for 1985. It is recommended that the $250 thousand provided for Item No. 14 - Market Study, be deleted; and that Metropolitan Toronto include within the 1985 Current Estimates an amount to provide for the 1985 completion of an Exhibition Place Marketing Study. This study should recommend future roles for the site, given the disposition of the Dome Stadium.

Appended to this report are the following:

ATTACHMENT I - Recommended 1985-1989 Capital Program Summary

ATTACHMENT II - Submission approved by Board of Governors

ATTACHMENT I
Page 1 of 2

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR EXHIBITION PLACE

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	ESTIMATED EXPENDITURES (GROSS) 1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
		THOUSANDS OF DOLLARS										
SUMMARY												
WORKS IN PROGRESS		62165 ~~[illegible]~~	8425 ~~9,416~~	8102 ~~9,091~~	7409 ~~10,689~~	13628 ~~13,040~~	20608 ~~21,169~~	8844 ~~9,875~~	3574 ~~3,603~~	54063 ~~58,524~~	0 ~~0~~	
~~WORKS WITH SOME COMMITMENTS~~		~~3,696~~	~~0~~	~~436~~	~~356~~	~~1,500~~	~~150~~	~~155~~	~~210~~	~~2,370~~	~~0~~	
WORKS WITH NO COMMITMENTS MADE		8356 ~~[illegible]~~	0 ~~0~~	0 ~~0~~	2730 ~~2,295~~	3490 ~~0~~	711 ~~0~~	1186 ~~0~~	239 ~~0~~	8356 ~~3,205~~	0 ~~0~~	
GROSS EXPENDITURE		70521 ~~[illegible]~~	8425 ~~9,416~~	8102 ~~9,316~~	10139 ~~13,170~~	17118 ~~14,740~~	21319 ~~21,319~~	10,030 ~~10,440~~	3813 ~~3,813~~	62419 ~~63,089~~	~~0~~	
SUBSIDIES		0	0	0	0	0	0	0	0	0	0	
GRANTS		0	0	0	0	0	0	0	0	0	0	
OTHER EXTERNAL FUNDS		-550	0	0	-550	0	0	0	0	-550	0	
NET CAPITAL EXPENDITURE		69971 ~~[illegible]~~	8425 ~~9,416~~	8102 ~~9,316~~	9589 ~~13,170~~	17118 ~~14,740~~	21,319	10,030	3,813	61869 ~~63,089~~	0	
WORKS IN PROGRESS:-												
1 COLISEUM COMPLEX	1	11,797	2,862	2,879	2,334	1,817	2,925	1,842	0	8,918	0	
2 BETTER LIVING CENTRE	2	7,900	1,146	1,157	200	2,903	2,243	1,397	0	6,743	0	
3 QUEEN ELIZABETH BUILDING	3	2,977	1,149	1,351	295	871	760	0	0	1,926	0	
4 CARLSBERG BUILDING	4	14,001	238	181	30	4,454	7,657	1,554	125	13,820	0	
5 ARTS, CRAFTS, HOBBIES BUILDING	8	1,499	565	584	225	36	364	290	0	915	0	
6 AUTOMOTIVE BUILDING	11	~~3,230~~ 3020	332	332	~~210~~ 0	305	1,638	600	145	~~2,898~~ 2688	0	

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR EXHIBITION PLACE

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				ESTIMATED EXPENDITURES (GROSS)								
				THOUSANDS OF DOLLARS								
WORKS IN PROGRESS (cont'd)												
7 **FOOD BUILDING**	6	2,245	250	90	2,155	0	0	0	0	2,155	0	
8 **HORSE PALACE**	9	9,435	440	400	330	430	2,625	2,756	2,894	9,035	0	
~~9 OTHER BUILDINGS~~	~~5~~	~~5,040~~	~~991~~	~~789~~	~~1,515~~	~~1,115~~	~~561~~	~~1,031~~	~~29~~	~~4,251~~	~~0~~	
9 ~~10~~ **PRE-ENGINEERING AND CONSULTING**	7	1,800	300	300	300	300	300	300	300	1,500	0	
10 ~~11~~ **PARKS, PARKING LOTS, ROADS**	10	7,491	1,143	1,128	~~3,035~~ 1540	~~1,017~~ 2512	2,096	105	110	6,363	0	
		62165 ~~67,416~~	8425 ~~9,416~~	8102 ~~8,891~~	7409 ~~10,689~~	13628 ~~13,248~~	20608 ~~21,169~~	8844 ~~8,876~~	3574 ~~3,603~~	54063 ~~50,384~~	0	
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE:-												
11 ~~13~~ **EXHIBITION STADIUM**	13	~~2,045~~ 1990	0	0	~~2,045~~ 1990	0	0	0	0	~~2,045~~ 1990	0	
~~14 MARKET STUDY~~	~~14~~	~~250~~	~~0~~	~~0~~	~~250~~	~~0~~	~~0~~	~~0~~	~~0~~	~~250~~	~~0~~	
12 **EQUIPMENT**	12	~~2,695~~ 2115	0	~~425~~ 0	~~255~~ 100	1,500	150	155	210	~~2,270~~ 2115	0	
13 OTHER BUILDINGS	5	4251	0	0	640	1990	561	1031	29	4251		
		8356	0	0	2730	3490	711	1186	239	8356	0	

MEMORANDUM

September 28, 1984

TO: The Board of Governors
of Exhibition Place

FROM: Ron Ferguson
General Manager
Operations

SUBJECT: 1985 CAPITAL BUDGET

Following are the key dates set by Metro for the Capital Budget review:

Oct. 5/84	Submission of Capital programs to the Budget and Planning Analysis Division
Dec. 3-14/84	Review meetings with individual Budget Sub-Committee Members.
Jan. 18/85	Formal Budget Sub-Committee Meeting
Feb. 19/85	Metro Executive
Feb. 26/85	Metro Council

Targets are usually set at the review meeting with the Budget Sub-Committee Member and, in the event of recommended budget cuts, it will be necessary for the Board of Governors to approve a revised submission early in December 1984.

Over the past number of years Metro has been preparing a "Development Concept Plan" or, better stated, struggling with a lack of such a plan. The possibility of a new stadium and its effects on the grounds has put a hold on all long range capital planning. Therefore in the years 1979 through 1983 the capital budget of Exhibition Place was held to those items which were classified 'safety'. As a result the Capital Maintenance of buildings, underground utilities, and restoration fell well behind schedule.

In 1984 the staff of Exhibition Place appeared before the various Metro Budget bodies with the position that safety could no longer be the only criteria for the development of the budget . Whether or not a master plan for Exhibition Place was developed it was necessary to do the capital maintenance and upgrading of the existing facilities. As a result, a capital budget of $7,067,000 was approved.

Agreement was also reached with Metro staff that Exhibition Place would use a "program" approach to budgeting. This means that if a program is started in 1984 but the works carries over to 1985 the capital dollars would be carried over and be added onto the 1985 budget. The reason for this agreement is twofold. First the staff of Exhibition place took responsiblity for the capital program for the first time in 1984 and were somewhat concerned if the needed work could be done on time and secondly because so much of the work is restoration, one never knows the true problems until work has begun. Approximately 1 million will be carried forward into 1985.

Contained in the 1984 budget were $300,000 for pre-engineering of the 1985 capital budget and sum of money to begin life safety studies in two of the existing buildings. Life safety studies are those studies which under the Ontario Fire Code are required for Exhibition halls which do not meet the existing building code in one form or another. The proceedure allows the owner to engage a consultant to review the building configuration against the existing fire code, identifies where possible compromises would satisfy the intent of the code if not the letter. These compromises are then presented to the local fire official who has the authority to approve or reject these proposals. In 1984 the staff reported to the Board that the first of the life safety studies had begun in the Coliseum Complex. You will note in the attached budget that these studies have had a major impact on the overall capital budget. (approximately 5.7 million (1983 dollars) in 3 years in the Coliseum Building) An impact of somewhat lesser magnitude will be noted as other buildings undergo similar studies. It should also be noted that according to legislation, all buildings must undergo this life safety study by April, 1986.

As noted in the guidelines above Metro has requested that a five year capital budget be prepared. This is virtually impossible, recognizing the fact that there is no master plan for Exhibition Place. A number of studies have been done, however, none have been approved either by this Board or by Metro Council. At a meeting of Metro Council held February 28, 1984 Council approved Cluase No. 1 contained in Report No. 6 of the Metropolitan Executive Committee as amended the clause delt with an allocation of 30 million dollars towards a domed stadium and contained the following resolution.

Therefore be it resolved:

(1) that the Council of Metropolitan Toronto commits itself to ensuring the future vitality of Exhibition Place, with or without a sports stadium, and

(2) that similar assurances be sought from the Government of Ontario; and

(3) that an updated Exhibition Place Development Plan be brought forward to the Metropolitan Council by the end of 1984 with a Capital Works time-table beginning in 1985.

In that no other direction has come from Metro your staff has included an add on item of $250,000 in the 1985 capital budget to complete that promised study. However until that study is complete it is necessary to continue the capital restoration and upgrading of the existing facilities.

On March 10, 1983, Currie, Cooper Lybrand submitted a study which supported the use of the **Better Living Centre** as an on-going trade facility. In May, 1983, Rounthwaite, Dick, Hadley converted that recommendation into a physical plan for the buildings. This plan broke $5.8 million capital expenditure (1983 dollars) into three phases:

Phase I	-	$2.6 million
Phase II	-	$2 million
Phase III	-	$1.2 million

The effect and results of those two reports are contained in this capital budget.

The **Queen Elizabeth Building** which contains a 1316 seat theatre has since its construction in 1957 been a mainstay of the entertainment package for both the 20-day fair and on-going show use. In 1984 a sum of $100,000 was set aside for the renovation of the theatre seats and carpet. Your staff is recommending that $150,000 be allocated for the upgrading of the secondary electrical distribution system as well as to replace obsolete parts of the motor control centre. In addition, an amount of $150,000 has been included to improve the access to both the Exhibit Hall and the theatre portion of the building.

The Exhibition Place Development Plan authored by Currie, Cooper, Lybrand identifies the **Carlsberg** building as one of the most distinguished building on the grounds. Further to that the architect firm of Dunlop, Farrow, Atkins have done a preliminary study of the building and have presented a development plan showing stages from $3 million to $11 million. Co-incidentally, with the engaging of the consultant for the report, Exhibition Place entered into an agreement with Carling O'Keefe which called for Exhibition Place to present to Carling O'Keefe June 30, 1984 the findings of that report. Carling O'Keefe now has until January 1, 1985 to determine their future involvement in the building. However, in the interim, considerable deterioration has been noted in the building and it is therefore recommended that money be made available for both consulting fees (structural) and a marketing study (should Carling O'Keefe not be interested in proceeding) be carried in 1985.

As indicated earlier, the life safety study for the **Coliseum Complex** is well underway and the effect of that study is reflected in the estimates. This is our most productive building in terms of show revenue providing approximately $1.25 million per year revenue, excluding the 20 day fair and the Royal Winter Fair. There is no question that if Exhibition Place is to proceed as a major show venue, dollars of this magnitude must be invested in 1985 through to 1989.

In 1984 Exhibition Place received a capital budget allocation of $7.1 million. In 1985 the proposed budget is $13 million, however, $1 million of that amount is made up of programs carried forward from 1984, plus $2 million for turf replacement at Exhibition Stadium. The $2 million will be covered by $900,000 currently in the users fee fund and an amount of approximately $550,000 per year for each of the following two years (1985 and 1986). These additional sums will also come from the users fee fund.

It is therefore recommended that:

1. The attached 1985 capital budget of $12.929 million be approved.

2. The attached five-year plan

1986	1987	1988	1989
$14,748,000	$21,320,000	$10,030,000	$ 3,813,000

be approved in principle.

Prepared by:

General Manager,
Operations

Reviewed by:

Chief General Manager

EXHIBITION PLACE
1984 - 1989
CAPITAL BUDGETS

BUILDING/LOCATION	Actual 1984	Budget 1984	1985	1986	1987	1988	1989
	$ (000)	$ (000)	$ (000)	$ (000)	$ (000)	$ (000)	
Coliseum Complex	2,448.6	2,355.0	2,334.0	1,817.1	2,925.0	1,842.3	
Better Living Centre	716.6	706.0	200.0	2,903.1	2,243.0	1,397.0	
Queen Elizabeth Building	101.2	199.0	295.0	871.3	760.0		
Carlsberg (Ont. Govt.) Building	140.8	198.0	30.0	4,454.2	7,657.7	1,554.2	125.0
Arts Crafts Hobbies Building	184.0	165.0	225.0	36.0	363.9	289.4	
Automotive Building	60.0	60.0	210.0	304.5	1,638.1	600.0	144.7
d Building	90.2	250.0	2,155.0				
orse Palace	400.0	358.0	330.0	430.0	2,625.0	2,756.3	2,894.0
Stadium			2,045.0				
Other Buildings	492.9	696.0	1,515.4	2,630.0	561.3	1,031.2	28.9
Parks, Parking Lots, Road	928.0	1,445.0	3,035.0	1,017.5	2,095.5	105.0	110.0
Equipment	110.0	335.0	255.0	1,500.0	150.0	155.0	210.0
Pre-Engineering	300.0	300.0	300.0	300.0	300.0	300.0	300.0
Total	5,972.3	7,067.0	12,929.4	14,748.3	21,319.5	10,030.4	3,812.6
Market Study			250				

January 3, 1985

SUMMARY REPORT OF THE 1985 - 1989 CAPITAL PROGRAM REVIEW

BY: MAYOR TONKS

DOME STADIUM (METRO TORONTO SHARE)

(In $000's)

	1985	1986	1987	1988	1989	Total Project Cost
* Targets as approved by Council (February 28, 1984)	-	-	-	-	-	-
Submission	500	7,000	7,000	7,000	8,500	30,000
Recommended Funding	500	7,000	7,000	7,000	8,500	30,000

* Metro Council did not approve targets for the Dome Stadium in 1984.

Overview

Metro Approval

On February 28, 1984, in ECR No. 5 and 6, Metro Council approved a contribution to a Dome Stadium and recommended the following:

> "Therefore, it is recommended, subject to the approval of the Ontario Municipal Board, that:
>
> (1) a contribution towards the capital cost of construction of a Dome Stadium within the boundaries of Metropolitan Toronto be approved as a capital expenditure in an amount not to exceed the lesser of $30 million or 20 per cent of the capital cost borne by all levels of government, and that the Metropolitan contribution be reduced proportionately, as a ratio of contributions of other levels of government, as private sector contributions reduce the total government costs of construction;

(2) such contribution be made as costs are incurred over an estimated construction period of four years and financed by the issuance of debentures having a term not exceeding 20 years;

(3) provision for this expenditure be made in the 1984-1988 Capital Works Programme in the estimated amounts of $500,000.00 in 1984, $7,000,000.00 in 1985, $7,000,000.00 in 1986, $7,000,000.00 in 1987, and $8,500,000.00 in 1988;

(4) a policy be adopted that the Metropolitan Corporation not share in any operating deficit of the Stadium or provide any grants to related organizations;

(5) the Metropolitan Chairman and the Mayors be instructed to continue negotiations with the Federal Government and the Province of Ontario with respect to private sector capital contributions; and in respect to the introduction of the Dome Dollar Game, and other possible methods of debt reduction through revenue; and

(6) the appropriate Metropolitan Officials take the necessary action to give effect thereto.

The Metropolitan Executive Committee recommends the adoption of the foregoing report of the Metropolitan Chairman; and that consideration be given by the appropriate authorities to the feasibility of having Olympic size ice surface installed within the stadium from time to time.

The Metropolitan Executive Committee further recommends as follows:

Whereas Exhibition Place holds such great tradition and history in the lives of the people of Metropolitan Toronto; and

Whereas it offers the community multi-dimensional uses and attractions and is relevant to the future development of the Toronto waterfront; and

Whereas it is an institution with which all segments and sectors of the population can associate;

Therefore be it resolved:

(1) that the Council of Metropolitan Toronto commits itself to ensuring the future vitality of Exhibition Place and to the continued exploration of the feasibility of establishing an international trade centre at Exhibition Place, with or without a sports stadium; and

(2) that similar assurances be sought from the Government of Ontario; and

(3) that an updated Exhibition Place Development Plan be brought forward to the Metropolitan Council by the end of 1984 with a Capital Works timetable beginning in 1985."

Expenditure did not occur in 1984 for this purpose due to the lack of announcement on a stadium site. For the 1985 to 1989 Capital Program, the funding as identified in recommendation No. 3 above has been deferred for one year in each of the years noted. The Exhibition Place Development Plan was not revised or brought forward to Council in 1984 due to the absence of a Provincial announcement on a Dome Stadium for Metropolitan Toronto. The 1985-1989 Capital Progam Summary Report for Exhibition Place contains a recommendation that funds be included in the 1985 Current Estimate of the Metro Corporation to provide for the 1985 completion of an Exhibition Place Market Study; and that the study should recommend future roles for Exhibition Place, given the disposition of the Dome Stadium.

The Ontario Municipal Board has deferred consideration of the Dome Stadium application pending decisions by the Provincial Government regarding whether a stadium will be built, where it would be located and the proposed governmental financing of the project.

ATTACHMENT I
Page 1 of 1

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR DOME STADIUM (METRO TORONTO SHARE)

				ESTIMATED EXPENDITURES (GROSS)							
DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				THOUSANDS OF DOLLARS								
SUMMARY												
WORKS IN PROGRESS		0	0	0	0	0	0	0	0	0	0	
WORKS WITH SOME COMMITMENT		0	0	0	0	0	0	0	0	0	0	
WORKS WITH NO COMMITMENTS MADE		30,000	0	0	500	7,000	7,000	7,000	8,500	30,000	0	
GROSS EXPENDITURE		30,000	0	0	500	7,000	7,000	7,000	8,500	30,000	0	
SUBSIDIES		0	0	0	0	0	0	0	0	0	0	
GRANTS		0	0	0	0	0	0	0	0	0	0	
OTHER EXTERNAL FUNDS		0	0	0	0	0	0	0	0	0	0	
NET CAPITAL EXPENDITURE		30,000	0	0	500	7,000	7,000	7,000	8,500	30,000	0	
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE:-												
1 **A CONTRIBUTION TOWARDS THE CAPITAL COST OF CONSTRUCTION OF A DOME STADIUM WITHIN THE BOUNDARIES OF METROPOLITAN TORONTO**	1	30,000	0	0	500	7,000	7,000	7,000	8,500	30,000	0	
		30,000	0	0	500	7,000	7,000	7,000	8,500	30,000	0	

December 31, 1984

SUMMARY REPORT OF THE 1985 - 1989 CAPITAL PROGRAM REVIEW
BY: MAYOR TONKS
METROPOLITAN TORONTO LIBRARY BOARD
(In $000's)

	1985	1986	1987	1988	1989
Net Cost					
Targets as Approved by Council (February 28, 1984)	550	1,000	500	500	-
Board's Submission	1,089	662	347	290	307
Recommended Funding	1,089	662	347	290	307
Effect on Establishment					
Cumulative Staff Requirements	2	2	2	2	2

Recommendations:

It is recommended that the attached report on Space Utilization (Attachment 1) submitted by the Metro Toronto Library Board be approved.

Overview

Both projects discussed below are works in progress. The library automation project was approved in entirety by Metro Council (E.C.R. 6/20, Feb. 28, 1984). The second project, Space Utilization, was included in the 1984-1988 Capital Works Program (C.W.P.), for 1985 onward, subject to the Budget Sub-Committee's (B.S.C.) approval of a report from the Metro Toronto Library Board on storage requirements. It is included as Attachment 1 to this report.

No new capital works projects have been included in the program and we have been informed that none are anticipated.

Comments on Individual Projects

Item No. 1: Library Automation

Project Gross Expenditures

	1985	1986	1987	1988	1989	Total Project Cost
Board's Submission	846	404	74	-	-	2,655
Recommended Funding	846	404	74	-	-	2,655

This project provides for the establishment of an on-line, integrated library system (Biblio-Techniques Library and Information System) for various library applications. After detailed review, the Library Board planned the following applications and implementation period:

summer 1984 - installation of hardware

fall 1984 - bring cataloguing in-house

1985 - initiate the on-line public access catalogue and computerize the acquisitions function

1986 - bring in-house computerized printed catalogue production and financial system

1987 - bring the regional film booking system in-house and the circulation control functions on-line

A delay in bringing cataloguing in-house occurred as a result of prolonged contract negotiations with the successful bidder. The Board anticipates adhering to the remainder of the implentation plan with the vendor's cooperation. It is intended that the Board will come back to Metro's Systems Steering Committee for sign-off in 1985.

It is planned to replace the use of four different service bureaus with in-house computer operations. A detailed cost analysis was prepared by M.T.L.B. staff showing that for the 1984 to 1992 period, the cost of continuing the use of service bureaus would be $11.3 million as compared to a cost of $9.6 million for in-house operations. A breakeven point is expected at year seven when comparing service bureau costs to operating costs and a hypothetical capital repayment schedule.

The two additional staff positions shown on page 1 (Computer Operations Manager and Methods and Procedures Analyst) have been added to the establishment. At this time, it is foreseen that two developments may affect the cost of the system. In its evaluation of the proposed B.L.I.S. system, the M.T.L.B. made a strategic decision to acquire the smaller I.B.M. 4361 computer rather than the I.B.M. 4381 because of the uncertainty of the workload requirements of the public access catalogue. An amount of $300 thousand is included in the approved estimate (for 1986) for upgrading to an I.B.M. 4381. Secondly, since payments for B.L.I.S. applications are made in U.S. dollars, an adjustment for foreign exchange variations may need to be made in the future.

Item No. 2: Space Utilization

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Board's Submission	243	258	273	290	307	670	2,204
Recommended Funding	243	258	273	290	307	670	2,204

This project provides for the conversion of existing fixed shelving in the closed stack areas into mobile shelving. The M.T.L.B. has determined that all existing book storage facilities will be completely occupied by mid-1985. Over the past two years, 1983 and 1984, additional shelving has been added at a cost of $163 thousand to keep up with demand.

In approving the 1984-1988 Capital Works Program, Metro Council recommended:

> "The funds requested for 1985 onwards for the space utilization project be subject to the receipt and approval by the Budget Sub-Committee, of the M.T.L.B.'s report on storage requirements and their proposal for a solution to the problem of shelving space."

The attached report which was approved by the M.T.L.B. on October 6, 1984 addresses this recommendation. Three options for providing additional book storage capacity were reviewed in the report: an addition to the present building, changed use of the existing facility and exterior storage possibilities. The analyst also reviewed with staff the use of commercial storage firms, microfilming and the option of using other Metro facilities. Of the above options, on cost and service grounds, the Library Board's recommended solution appears to be the most efficient.

The Board proposes to convert existing shelving to mobile shelving over the next seven years as it is required. It has proven technically feasible to incorporate the existing shelving into the new installations. The cost per year is estimated as $243 thousand (in 1985 $) based on the continuation of the existing volume of book acquisitions. Specific Council approval to commence the project will be sought in early 1985.

Space Utilization

September, 1984

M.T.L.B. has reviewed its options regarding the storage of its steadily growing book collections for the balance of this decade. The options reviewed are as follows:-

- An addition to the Present Building.
- More Efficient use of Present Space.
- Exterior Storage Facilities.

It is necessary to proceed with one of these options in 1985 due to lack of shelving space beyond mid 1985.

An Addition to the Present Building

When the MTLB opened its new building in 1977, it was estimated that the shelving capacity would last for approximately 5 years after the move. The building was planned for expansion by incorporating a knock-out wall into the design of the north side of the present structure. This addition to the building would require purchase of land to the north of the present location at considerable expense but would have provided for a great expansion of closed stack storage area.

However, during the late 1970's MTLB's planning focused on exterior storage and/or better use of the present facility because it was felt that the climate was not right politically or financially to propose a major investment in an extension to the new building. The economic recession of the 1980's confirmed the MTLB's discarding the option of a building extension.

More Efficient Use of Present Space

Activities were planned in 1982 and 1983 and implemented in 1983 and 1984 that increased the book storage capacity by 76,000 volumes. These activities were -

- Adding fixed shelving in small pockets of space.

- Adding extra mobile compact shelving in the basement storage area.

- Conversion of fixed shelving to mobile shelving on the S.E. 2 mezzanine.

- Adding extra mobile compact shelving at Municipal Reference Library.

As a result of these activities there is book storage capacity available to mid 1985.

The planning activities focused on the feasibility of converting all our existing fixed shelving in our book storage areas, (closed stacks), to mobile compact shelving, in order to get far more books in the same space, as well as the possible extension of open shelves in public areas.

Engineering Studies of Floor Loading:

Basic to the investigation of this option was the question of feasibility with respect to floor loading. A firm of architects was engaged to study this question and the results of their study indicated that:

(a) in the basement (level 1) area the addition of proposed mobile compact shelving is feasible.

(b) the existing closed stacks areas can accommodate the proposed compact storage system, provided that certain guidelines are observed.

(c) limited extension to open stack shelving is feasible.

Potential Extra Book Capacity:

It has been found to be possible to store an additional 383,041 volumes in the present building. This could be done as follows:-

(a)	replacement of newspaper shelving in basement area with mobile compact shelving	76,572 vols.	$ 156,758
(b)	mobile shelving in closed stack area	260,587 vols.	$ 1,463,822
(c)	add bays to open shelving in public areas	39,582 vols.	$ 33,000
(d)	installing mobile shelving at Municipal Reference	6,300 vols.	$ 41,604
		383,041 vols.	$ 1,695.184

Attached as Appendix A is a report showing the details of this plan and covers the time period 1984 - 1991.

Exterior Storage Facilities

Recognizing that all book shelves will be full by mid 1985 and that the growth rate is 50,000/yr. at present, the following plan was studied -

- rent storage facility (typical small industrial mall type of space) in mid 1985 and move 100,000 books to this facility. Books would be retrieved at user's request and transported weekly to 789 Yonge Street.
- repeat the process in 1987, 1989 and 1991.

The cost incurred in establishing and maintaining an exterior storage facility, includes the following:

Capital Costs

- Mobile shelving
- Intrusion Alarm Systems.

Operating Costs

- Rent
- Rent escalations
- Intrusion alarm monitoring
- Utilities, telephones, etc.
- Computer listing costs for books
- Cost of moving books
- Staff costs for moving books.

The comparison of these costs to in-house storage costs is shown as Appendix "B" and indicates that in-house storage is considerably more economical. In-house storage is also better from a service standpoint in that book retrieval is almost immediate, as compared with weekly or, at best, daily from an external facility.

Conclusion

Of the three options under consideration, namely:

- An addition to the present building
- More efficient use of present space
- Extension storage facilities

it is clear that "More Efficient Use of Present Space" is not only the most cost effective for the balance of this decade, but will provide a far superior level of service to the general public.

Appendix A

POTENTIAL EXTRA BOOK CAPACITY & SHELVING COSTS

EXISTING SHELVING ON NEW MOBILE BASES (1984 PRICES)

NOVEMBER 1983

LOCATIONS			BAYS REMOVED	BAYS ADDED	BAYS GAINED	X	SHELVING FT. GAINED	X	EXTRA BOOK CAPACITY	EST. SHELVING COST	COST/EXTRA BOOK
PUBLIC	S.E. STACKS	N.W. STACKS									
	MUNICIPAL REF.		-	108	108				6,300	41,604	$6.60
	BASEMENT		NEWSPAPERS	364	364		8,144	9	76,572	$156,758	$2.04
2			-	26	26	18	468	8.33	3,898	$ 3,250	$0.83
	2		262	433	171	18	3,078	8.33	25,639	$ 127,276	$4.96
	2M		417	612	195	18	3,510	8.33	29,238	$ 180,089	$6.16
		2	196	274	78	18	1,404	8.33	11,695	80,539	$6.88
		2M	208	324	116	18	2,088	8.33	17,393	95,236	$5.47
3			-	70	70	18	1,260	8.33	10,495	$ 8,750	$0.83
	3		262	405	143	18	2,574	8.33	21,441	$ 119,045	$5.55
	3M		200	291	91	18	1,638	8.33	13,644	$ 85,536	$6.27
		3	164	266	102	18	1,836	8.33	15,293	78,188	$5.11
		3M	258	376	118	18	2,124	8.33	17,692	110,521	$6.24
4			-	96	96	18	1,728	8.33	14,394	$ 12,000	$0.83
	4		41	65	24	18	432	8.33	3,598	$ 19,106	$5.31
	4M		130	205	75	18	1,350	8.33	11,245	$ 60,257	$5.36
		4	182	343	161	18	2,898	8.33	24,140	$ 100,821	$4.18
		4M	182	304	122	18	2,196	8.33	18,292	$ 89,358	$4.88
5			-	72	72	18	1,296	8.33	10,795	$ 9,000	$0.83
	5		188	259	71	18	1,278	8.33	10,645	$ 76,130	7.15
	5M		194	24.4	50	18	900	8.33	7,497	$ 71,721	$9.56
		5	162	249	87	18	1,566	8.33	13,044	$ 73,191	$5.61
		5M	196	330	134	18	2,412	8.33	20,091	$ 96,808	$4.81
Closed Stack Prices are 63.9% of Costs for all New Shelving							TOTALS		383,041	$1,695,184	$4.43

APPENDIX B

Comparison of Internal versus External Book Storage

1984 - 1991

	1984	1985	1986	1987	1988	1989	1990	1991	TOTALS ($000')
Internal Storage									
- Capital Costs	75.0	243.0	258.0	273.0	290.0	307.0	325.0	345.0	2,116.0
- Operating Costs		←	117.6					→	117.6
									2,233.6
External Storage									
- Capital Costs	75.0	311.1		330.2		350.6		393.9	1,460.8
- Operating Cost (Facility)		33.6	26.2	64.6	56.8	104.9	96.8	145.8	528.7
- Operating Cost (Staff)		137.5		144.4		151.6		170.3	603.8
									2,593.3

APPENDIX C - SHELVING COSTS 1983 - 1991

	1983	1984	1985	1986	1987	1988	1989	1990	1991
Shelving Cost (1984 $)	88.0	75.0	231.5	231.5	231.5	231.5	231.5	231.5	231.5
Plus Inflation	88.0 (0%)	75.0 (0%)	243.0 (5%)	258.0 (6%)	273.0 (6%)	290.0 (6%)	307.0 (6%)	325.0 (6%)	345.0 (6%)

Total requirement - $2,204.0

Sept.84

ATTACHMENT 2

1984 10 31
MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR METRO TORONTO LIBRARY BOARD...

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	ESTIMATED EXPENDITURES (GROSS) TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				THOUSANDS OF DOLLARS								
SUMMARY												
WORKS IN PROGRESS		4,859	2,818	1,494	1,089	662	347	290	307	2,695	670	
WORKS WITH SOME COMMITMENT		0	0	0	0	0	0	0	0	0	0	
WORKS WITH NO COMMITMENTS MADE		0	0	0	0	0	0	0	0	0	0	
GROSS EXPENDITURE		4,859	2,818	1,494	1,089	662	347	290	307	2,695	670	
SUBSIDIES		0	0	0	0	0	0	0	0	0	0	
GRANTS		0	0	0	0	0	0	0	0	0	0	
OTHER EXTERNAL FUNDS		0	0	0	0	0	0	0	0	0	0	
NET CAPITAL EXPENDITURE		4,859	2,818	1,494	1,089	662	347	290	307	2,695	670	
WORKS IN PROGRESS:-												
1 LIBRARY AUTOMATION	1	2,655	2,655	1,331	846	404	74	0	0	1,324	0	
2 SPACE UTILIZATION	2	2,204	163	163	243	258	273	290	307	1,371	670	
		4,859	2,818	1,494	1,089	662	347	290	307	2,695	670	

ATTACHMENT 3

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1984 10 24

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

REPORT: FORM C3

COMPARISON OF PRELIMINARY ACTUAL EXPENDITURES WITH APPROVED GROSS
ESTIMATED EXPENDITURES FOR  1984 (IN THOUSANDS OF DOLLARS)

FOR THE PROGRAM :-   METRO TORONTO LIBRARY BOARD...

ITEM NO. PROJECT                    PRELIM  APPR  PERCENT     REASON FOR
IN 1984   NAME                      ACTUAL  EST.  VARIANCE    ANY SIGNIFICANT VARIANCES

   1 LIBRARY AUTOMATION               1331  2029   ¯34.40     Estimates were supplied by MTL before actual costs
                                                               were known.  System selection occurred later than
   2 SPACE UTILIZATION                  75    75     0.00     planned.

          FOR ENTIRE PROGRAM =        1406  2104   ¯33.17

ENTER PROGRAM NUMBER (1 TO 15), 16=LISTING,   99=END
```

January 2, 1985

SUMMARY REPORT OF THE 1985 - 1989 CAPITAL PROGRAM REVIEW

BY: CONTROLLER GREENE

METROPOLITAN TORONTO POLICE

(In $000's)

Net Cost	1985	1986	1987	1988	1989
Targets as Approved by Council (February 28, 1984)	25,000	17,000	4,500	1,000	-
Board's Submission	24,786	37,363	13,981	2,100	4,300
Recommended Funding	25,176	37,263	13,981	2,000	2,300

Effect on Establishment					
Cumulative Staff Requirements	0	0	0	0	0

No staff increases are involved in these accommodation projects. The projects themselves are a result of staff increases or alternative deployment decisions.

Recommendations

It is recommended that:

1. Item No. 1: Expansion and Alterations to Existing Police Facilities (Page 5)

   - The amount requested in 1985 for upgrading two revolver firing ranges be increased to $300 thousand.
   - The total project cost and cumulative spending to December 31, 1984, be reduced by $80 thousand and $230 thousand, respectively.

2. Item No. 3: Consolidation of Police Units (Page 7)

   - The cumulative expenditure to December 31, 1984, for Consolidation of Police Units be reduced by $140 thousand and the request in 1985 be increased by the same amount.

3. Item No. 5: Marine Unit (Page 10)

   - The Chief of Police be requested to provide supplementary information, with respect to the design and anticipated use of the new marine facilities, to the Budget Sub-Committee prior to the 1985-1989 Capital Program is to be considered by the Sub-Committee in mid-January, 1985.

4. Item No. 6: New No. 12 Police Station (Page 11)

   - $100 thousand be advanced from 1986 to 1985 to undertake a needs assessment of policing and facility requirements for Number 1 District.
   - The project name for New Number 12 Police Station be amended to "New Number 12 Police Station and Number 1 District Headquarters".

5. Item No. 10: No. 1 District Facilities (Page 11)

   - Funds requested for this project be deleted.

6. Item No. 7: New No. 31 Police Station (Page 13)

   - The Chief of Police be requested to refine the cost estimates and submit a full cost justification of the new Number 31 Police Station to the Budget Sub-Committee as a basis for specific approval in 1985.

7. Item No. 8: New No. 4 District Facilities (Page 14)

   - The project name for New Number 4 District Facilities be amended to "Future New/Expansion of Police Stations Within Number 4 District".
   - The Chief of Police be requested to refine the cost estimates and submit the most cost effective options, along with an action plan, to the Budget Sub-Committee as the basis for specific approval of "Future New/Expansion of Police Stations Within Number 4 District".

8. Item No. 9: No. 5 District Facilities (Page 15)

   - The project name for No. 5 District Facilities be amended to "Future New/Expansion of Police Stations Within Number 5 District".

9. Item No. 11: No. 2 District Facilities (Page 16)

   - The project name for No. 2 District Facilities be amended to "Future New/Expansion of Police Stations Within Number 2 District".

Overview

The Metropolitan Toronto Police have submitted a 1985-1989 Capital Program based on a revised approach to capital planning which was introduced in 1983. It is anticipated that the new approach will eventually improve the facilities planning function by: (i) providing a process whereby changes in operational policies will be reflected in capital planning decisions in a timely fashion, and (ii) establishing program and building standards through which the need for adjustments in the capital program may be readily monitored and identified.

In 1984, operational personnel across the Metro Police Force were involved in determining future policing requirements. According to Police staff, projected requirements and facility needs of each of the five police districts are incorporated in the 1985-1989 submission.

An analysis of the 1985-1989 Capital Program indicates that cash-flow requirements for some of the projects have been calculated based on a normal project approval schedule. Historically, unforeseen project delays have resulted in substantial shifts in the actual funding required in a particular year. It is therefore, likely that annual cash requirements in the 1986-1990 program for years beyond 1985 would differ considerably from the 1985-1989 submission.

Attachment I is a summary of Metro Police's 1985-1989 capital projects. Detailed reconciliation of the 1985-1989 request with the 1984-1988 approved programs is also appended as Attachment II.

Project Comments

There are eleven projects in the Metropolitan Toronto Police 1985-1989 Capital Program. Comments on each project are as follows:

Item No. 1: Expansion and Alterations to Existing Police Facilities

(Recommendation No. 1)

	Cumulative Total 1984	1985	1986	1987	1988	1989
Request	2,830	150	-	-	-	-
Recommended Funding	2,600	300	-	-	-	-

An estimate of $920 thousand was included in the 1984 Program for addition and alterations to Number 42 Police Station (Finch and Brimley). An additional $400 thousand was also requested for upgrading of mechanical equipment in the firing ranges. Following a review of the total policing requirements within Number 4 District, Police staff decided to consolidate Number 42 and Number 43 (Lawrence and Galloway) Police Stations. Funds provided for Number 42 Station have therefore been deleted from this project. The consolidated requirements for Number 4 District are now identified in Item No. 8 of the 1985-1989 Capital Program.

A study undertaken in 1980 revealed that the ventilating systems in the police revolver firing ranges were below the Ministry of Labour's occupational health standards. Subsequent improvements to Number 11 Police Station (Dundas and Keele) and Number 41 Police Station (Eglinton and Birchmont) were completed in 1981 and 1983, respectively. As noted earlier, funds were provided in 1984 for similar improvements to the two remaining firing ranges, at Number 22 (Bloor and Kipling) and Number 32 (Ellerslie and Yonge) Police Stations.

When the 1985-1989 Capital Program was prepared, this project was anticipated to be finished by January, 1985. As a result of a delay in awarding the contract for work on the remaining two stations, the completion date has now been postponed to April 1, 1985. The amount provided in 1985 would therefore have to be increased to $300 thousand to cover outstanding requirements. Based on a detailed review of the total project cost, it has also been determined that $2,900 thousand will be sufficient for the entire project. Consequently, it is recommended that the amount requested for 1985 be increased by $150 thousand to $300 thousand. It is further recommended that the total project cost and the cumulative spending to December 31, 1984, be reduced by $80 thousand and $230 thousand, respectively.

Item No. 2: New Police Headquarters

	1985	1986	1987	1988	1989
Request	11,701	25,983	10,081	-	-
Recommended Funding	11,701	25,983	10,081	-	-

After lengthy analysis of twenty site proposals, a property at 40 College Street was selected and acquired in 1983, at a cost of $11,700 thousand, for the purpose of constructing a new Police Headquarters building. A project manager and an architect were also appointed in 1983 to review program requirements and develop concept plans for the building.

The original plans and cost estimates for the new building were premised on a projected space requirement, for Police purposes, of approximately 257,000 gross square feet (g.s.f.) by year 2000. Based on the revised space requirements by the Police, and in light of the projected present value of rental savings by other Metro departments of approximately $4,400 thousand over a period of 30 years, the Metropolitan Council, in adopting Clause No. 5 of Report No. 12 of The Executive Committee on May 8, 1984, approved the construction of a new Police Headquarters building which would contain 300,000 g.s.f. of space above grade. The total cost for this facility was also revised from $46,000 thousand to $60,900 thousand.

The planning for the new building has progressed through concept design and design development stages during 1984, and detailed drawings are being prepared at this time. It is anticipated that demolition of the existing building located at 40 College Street should take place in December, 1984, with construction commencing in June, 1985, and completion targeted for June, 1987.

Item No. 3: Consolidation of Police Units

(Recommendation No. 2)

	Cumulative Total 1984	1985	1986	1987	1988	1989
Request	4,740	560	-	-	-	-
Recommended Funding	4,600	700	-	-	-	-

After three years of reviewing a number of site alternatives, a building located at 30 Upjohn Road (York Mills and Don Mills) was purchased in 1983 to accommodate a planned consolidation of Police functions. These functions include the Intelligence Bureau, the Public Property Bureau, Firearms Registration and the Drug Repository.

Consolidating the latter three functions is intended to improve operational efficiency by removing the need for multiple trips to retrieve or deposit evidence. The inclusion of the Intelligence Bureau in this project is designed to relieve congestion at two existing locations and provide for improved security not attainable if included in the new Headquarters.

Required renovation to the existing building has been in progress since May, 1984. When the 1985-1989 Capital Program was prepared, it was anticipated that necessary work would be completed by December, 1984, with projected occupancy scheduled for February 1, 1985. As a result of a delay in obtaining special security related glass combined with minor design changes, the project completion date has now been revised to February 15, 1985. Although the total cost of this project will remain the same as approved in the 1984 Program, at $5,300 thousand, it is expected that $700 thousand would be needed in 1985. Consequently, it is recommended that the cumulative expenditure to December 31, 1984, be reduced by $140 thousand and the request for 1985 be increased by the same amount.

Item No. 4: New No. 53 Police Station

	1985	1986	1987	1988	1989
Request	4,500	2,780	-	-	-
Recommended Funding	4,500	2,780	-	-	-

The existing Number 53 Police Station (Yonge, north of Eglinton), built in 1932, is the oldest station in Metro. Situated in a rapidly growing area on a ¼ acre site, the need for a new station was first identified in 1973. Between 1970 and the present, staff has doubled. In addition to the internal and external congestion, the existing condition of the station results in:

- the need to bring prisoners through public areas
- no facilities for female officers
- no access for the handicapped
- limited parking
- numerous program deficiencies cited in a 1980 Coroner's Inquest

For several years the capital program had provided for the construction of this station on the Metro owned Forest Hill Incinerator site. Approximately $330 thousand was expended on demolition of the incinerator structures as well as pre-engineering and preparation of the site. In light of the concerns expressed by various constituents, an alternate site was selected.

Metropolitan Toronto Council on May 8, 1984, by adoption of Report No. 12, Clause No. 28 of the Executive Committee, approved the construction of a new Number 53 Police Station on a site located at the south-west corner of Duplex and Eglinton

Avenues, subject to: (i) the approval by the City of Toronto Council for the purchase of the Metro-owned Forest Hill Incinerator site at a cost of $2,500 thousand, (ii) the approval of the Toronto Transit Commission for the sale of the Duplex and Eglinton site to Metro at a cost of approximately $2,105 thousand, and (iii) the approval of the Ontario Municipal Board. Excluding funds already spent on the incinerator site, the total project cost was increased to $7,500 thousand.

Discussions with staff of the Metro Parks and Property Department indicate that negotiations with the City of Toronto and the Toronto Transit Commission regarding land sale and acquisition transactions have just been finalized. It is anticipated that necessary agreements should be executed in the near future.

An architect was appointed in May, 1984 and schematic design plans were already approved by the Police Executive Management Committee in August this year. It is anticipated that construction will commence in May, 1985, with completion in the fall of 1986.

Item No. 5: Marine Unit

(Recommendation No. 3)

	1985	1986	1987	1988	1989
Request	3,575	500	-	-	-
Recommended Funding	3,575	500	-	-	-

Two million dollars had been provided in the capital program for several years anticipating necessary improvements to marine facilities when and if the amalgamation of the Harbour Police and Metro Police occurred. Following the amalgamation which took place on October 1, 1982, and based on a review of the waterfront policing requirements, the total project cost was increased to $4,350 thousand in the 1984 Program. This project includes the construction of a new Marine Headquarters building at its present location and two sub-stations, one at Bluffers Park on the eastern waterfront and the other at Humber Bay Park on the western waterfront.

As a result of the protracted negotiations which were not finalized until October 17, 1984, between Metro and the Harbourfront Corporation regarding the licence for the site currently occupied by the Police Marine Unit, construction originally scheduled for 1984 has been delayed. It is now anticipated that the two marine sub-stations should be constructed by early next year, with projected occupancy in May, 1985. Construction of the Marine Headquarters building should also commence in May, 1985, with occupancy by the end of the year.

Funds provided for the headquarters at $3,750 thousand and $300 thousand for each sub-station are rather preliminary at this time. Adjustments to the total project cost may be necessary when contracts are awarded in the spring of 1985. It is recommended that the Chief of Police be requested to provide supplementary information, with respect to the design and anticipated use of the new marine facilities, to the Budget Sub-Committee before the 1985-1989 Capital Program is to be considered by the Sub-Committee in mid-January, 1985.

Item No. 6: New No. 12 Police Station

(Recommendation No. 4)

	1985	1986	1987	1988	1989
Request	300	3,000	900	-	-
Recommended Funding	400	2,900	900	-	-

Item No. 10: No. 1 District Facilities

(Recommendation No. 5)

	1985	1986	1987	1988	1989	Balance To Completion
Request	-	-	-	100	2,000	1,900
Recommended Funding	-	-	-	-	-	-

The existing Number 12 Police Station is located in the City of York on Metro-owned property behind the municipal buildings. This project provides for a major addition or a new station to accommodate increased staffing requirements and to address the need for major renovations. The decision to build or renovate is dependent in some part on the decision to proceed with a City Centre which would be located directly behind and around the existing buildings. If this city centre concept proceeds, there would be insufficient space available for an expansion to the Number 12 Police Station.

According to the Police staff, it is likely that the existing Metro-owned property could be used in exchange for an alternate site should the City of York decide to proceed with the proposed development. At this time, Police management is considering two possible sites on Black Creek Drive for a new building.

In addition to new facilities yet to be built to replace the existing Number 12 Police Station, Police staff indicate that there is also a need for increased space within the Number 1 District by the year of 1990. Preliminary cost estimates are provided in Item No. 10 of the 1985-1989 Program. Number 1 District includes an area which is bounded on the south by Lake Ontario, Lawrence Avenue in the north, and the Humber River in the west to Spadina Avenue in the east. Number 12 Police Station is located within this district at 2696 Eglinton Avenue West.

An estimate of $300 thousand is provided in 1985 for the pre-engineering and design of a new Number 12 Police Station. In light of the revised approach to capital planning introduced by the Metro Police in 1983, which emphasized the need for an overall review of district requirements prior to making specific divisional facility planning decisions, and in view of the urgent need for a new Number 12 Station, it is recommended that $100 thousand be advanced from 1986 to 1985 to undertake a needs assessment of policing and facility requirements for the entire Number 1 District. It is also recommended that the project name be amended to "New Number 12 Police Station and Number 1 District Headquarters". It is further recommended that funds requested for Item No. 10 be deleted at this time. Should the study to be conducted in 1985 identify that there is a need for increased space in addition to the new Number 12 Station, necessary funds may then be requested in the 1986-1990 Capital Program.

Item No. 7: New No. 31 Police Station

(Recommendation No. 6)

	Cumulative Total 1984	1985	1986	1987	1988	1989
Request	50	2,750	1,000	-	-	-
Recommended Funding	50	2,750	1,000	-	-	-

The need to review facility alternatives other than simply building a new station to accommodate growth within the Number 31 Police Station (Sheppard and Jane) was identified in the 1984 program. Consultants were engaged in September, 1984, to assess the policing requirements for a minimum of 10-year period in Number 31 Station. Findings of the consultant have just been presented to staff of the Metro Police on December 14, 1984.

According to administrative staff of the Metro Police, the preliminary cost estimate of $3,800 thousand is for the construction of a new police station and does not include provisions for land acquisition. Following a review of the consultant's report, staff of the Metro Parks and Property Department indicate that, including provisions for site acquisition, the amount requested for this project should be increased to $5,700 thousand. In view of the fact that the consultant's study is yet to be considered by the Board of Commissioners of Police, adjustments to the cost estimates appear premature at this time. However, it is recommended that the Chief of Police be requested to refine the cost estimates and submit a full cost justification of this project to the Budget Sub-Committee as a basis for specific approval in 1985.

Item No. 8: New No. 4 District Facilities

(Recommendation No. 7)

	1985	1986	1987	1988	1989
Request	1,250	4,000	1,000	-	-
Recommended Funding	1,250	4,000	1,000	-	-

Number 4 District is responsible for policing the entire City of Scarborough and is comprised of three stations; namely, Number 41, Number 42 and Number 43 Divisions.

Number 41 Division is located at the northeast corner of Eglinton Avenue East and Birchmount Road. The facility was opened in 1962 and has been subsequently expanded to include the adjoining building. This station now houses Number 4 District Headquarters, Number 41 Division, Number 4 District Traffic and Number 4 District Garage.

The existing Number 42 Division is located at the northeast corner of Finch Avenue East and Brimley Road, and was built in 1972.

The existing Number 43 Division is located at Lawrence Avenue East, west of Galloway Road. Built in 1964, this station was constructed for a staff capacity of 125 and now houses 178.

In 1983, a consultant was engaged to review the practicality and feasibility of expanding Number 42 Division to meet the growing policing requirements in the area. Funds, totalling $2,020 thousand, were also included in the 1984-1988 Program to alleviate the over-crowding situation and to provide facilities for female officers, the disabled and the public at these two stations.

Based on a consultant's study on the feasibility of expanding Number 42 Division, and a subsequent review of the overall policing requirements within Number 4

District, Police management has concluded that it would be more efficient to consolidate Number 42 and Number 43 Divisions. In doing so, Police staff also anticipate an annual saving of approximately $260 thousand in payroll costs.

The amount requested for the acquisition of a suitable site and construction of necessary facilities are very preliminary at this time. It is recommended that the Chief of Police be requested to refine the cost estimates and submit the most cost effective options, along with an action plan, to the Budget Sub-Committee as the basis for specific approval in 1985. In order to clearly identify the purpose of this project, it is further recommended that the project name be amended to "Future New/Expansion of Police Stations Within Number 4 District".

Item No. 9: No. 5 District Facilities

(Recommendation No. 8)

	1985	1986	1987	1988	1989
Request	-	100	2,000	1,900	-
Recommended Funding	-	100	2,000	1,900	-

Number 5 District includes an area which is bounded on the south by Lake Ontario, to Lawrence Avenue in the north, and from Victoria Park Avenue in the east to Spadina Avenue in the west. In 1983, Police staff indicated that changes to existing police facilities would be needed for the following reasons:

- current size of both Number 52 (Dundas and Simcoe) and Number 55 (Dundas and Coxwell) Divisions is unwieldy and inefficient,
- existing space of the District Headquarters unit, which is located within the Number 55 Division, is inadequate for district purposes and is squeezing divisional activities, and
- new approaches to policing in the city core may have different requirements.

The initial $100 thousand is requested for research and design of a facility configuration which would meet the changing policing requirements. The remaining amounts are for site acquisition and construction of a new police station. In order to clearly identify the purpose of this project, it is recommended that the project name be amended to "Future New/Expansion of Police Stations Within Number 5 District".

Item No. 11: No. 2 District Facilities

(Recommendation No. 9)

	1985	1986	1987	1988	1989	Balance To Completion
Request	-	-	-	100	2,300	1,900
Recommended Funding	-	-	-	100	2,300	1,900

The existing Number 2 District provides policing services to the entire City of Etobicoke. Based on studies conducted by Police staff during 1984, it is projected that facilities at both Number 22 (Bloor and Kipling) and Number 23 (Kipling, north of Rexdale Boulevard) Police Stations will be insufficient to meet the growing policing requirements by 1989.

The initial $100 thousand requested in 1988 is for a needs assessment of policing and facility requirements within the district. The remaining amounts provide preliminary estimates for site acquisition and construction of a new police station. In order to clearly identify the purpose of this project, it is recommended that the project name be amended to "Future New/Expansions of Police Stations Within Number 2 District".

Attachment I

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MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR POLICE COMMISSION

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				ESTIMATED EXPENDITURES (GROSS)								
				THOUSANDS OF DOLLARS								
SUMMARY												
WORKS IN PROGRESS		69,100 ~~69,180~~	70,050	20,335 ~~20,705~~	12,701 ~~13,411~~	25,983	10,081	0	0	48,765 ~~40,475~~	0	
WORKS WITH SOME COMMITMENT		12,180	12,200	825	8,075	3,280	0	0	0	11,355	0	
WORKS WITH NO COMMITMENTS MADE		22,550 ~~26,550~~	40	50	4,400 ~~4,300~~	8,000 ~~8,100~~	3,900	2,000 ~~3,100~~	2,300 ~~4,300~~	20,600 ~~22,700~~	1,900 ~~3,800~~	
GROSS EXPENDITURE		103,830 ~~107,910~~	82,290	21,210 ~~21,580~~	25,176 ~~24,786~~	37,263 ~~37,363~~	13,981	2,000 ~~3,100~~	2,300 ~~4,200~~	80,720 ~~82,530~~	1,900 ~~3,800~~	
SUBSIDIES		0	0	0	0	0	0	0	0	0	0	
GRANTS		0	0	0	0	0	0	0	0	0	0	
OTHER EXTERNAL FUNDS		0	0	0	0	0	0	0	0	0	0	
NET CAPITAL EXPENDITURE		103,830 ~~107,910~~	82,290	21,210 ~~21,580~~	25,176 ~~24,786~~	37,263 ~~37,363~~	13,981	2,000 ~~3,100~~	2,300 ~~4,200~~	80,720 ~~82,530~~	1,900 ~~3,800~~	
WORKS IN PROGRESS:-												
1 EXPANSION AND ALTERATIONS TO EXISTING POLICE FACILITIES	1	2,900 ~~3,980~~	3,900	2,600 ~~2,820~~	300 ~~150~~	0	0	0	0	300 ~~150~~	0	
2 NEW POLICE HEADQUARTERS	3	60,900	60,900	13,135	11,701	25,983	10,081	0	0	47,765	0	
3 CONSOLIDATION OF POLICE UNITS	5	5,300	5,250	4,600 ~~4,740~~	700 ~~660~~	0	0	0	0	700 ~~660~~	0	
		69,100 ~~69,180~~	70,050	20,335 ~~20,705~~	12,701 ~~13,411~~	25,983	10,081	0	0	48,765 ~~40,475~~	0	

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR POLICE COMMISSION

	DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
					ESTIMATED EXPENDITURES (GROSS)								
					THOUSANDS OF DOLLARS								
	WORKS ON WHICH NO PHYSICAL CONSTRUCTION HAS COMMENCED BUT ON WHICH CERTAIN COMMITMENTS HAVE BEEN MADE												
4	NEW NO. 53 POLICE STATION	2	7,830	7,850	550	4,500	2,780	0	0	0	7,280	0	
5	MARINE UNIT	4	4,350	4,350	275	3,575	500	0	0	0	4,075	0	
			12,180	12,200	825	8,075	3,280	0	0	0	11,355	0	
	WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE:-												
6	NEW NO. 12 POLICE STATION AND NUMBER 1 DISTRICT HEADQUARTERS	6	4,200	0	0	~~300~~ 400	~~3,000~~ 2,900	900	0	0	4,200	0	
7	NEW NO. 31 POLICE STATION	7	3,800	40	50	2,750	1,000	0	0	0	3,750	0	
8	~~NEW NO. 4 DISTRICT FACILITY~~ FUTURE NEW/EXPANSION OF POLICE STATIONS WITHIN NUMBER 4 DISTRICT	8	6,250	0	0	1,250	4,000	1,000	0	0	6,250	0	
9	~~NO. 5 DISTRICT FACILITIES~~ FUTURE NEW/EXPANSION OF POLICE STATIONS WITHIN NUMBER 5 DISTRICT	9	4,000	0	0	0	100	2,000	1,900	0	4,000	0	
~~10~~	~~NO. 1 DISTRICT FACILITIES~~	~~10~~	~~4,000~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~100~~	~~3,000~~	~~3,100~~	~~1,900~~	
~~11~~ 10	~~NO. 2 DISTRICT FACILITIES~~ FUTURE NEW/EXPANSION OF POLICE STATIONS WITHIN NUMBER 2 DISTRICT	~~11~~	4,300	0	0	0	0	0	100	2,300	2,400	1,900	
			~~26,550~~ 22,550	40	50	~~4,300~~ 4,400	~~8,100~~ 8,000	3,900	~~2,100~~ 2,000	~~4,300~~ 2,300	~~22,700~~ 20,600	~~3,800~~ 1,900	

~~NOTE: * INDICATES THAT AN ENVIRONMENTAL ASSESSMENT MAY BE REQUIRED FOR THIS PROJECT~~

Attachment I
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Attachment II

Page 1 of 1

Metropolitan Toronto Police
Reconciliation of the 1985 Submission
With the 1984 Approved Program

(In $000's)

	1985	1986	1987	1988	Post 1988
1984 Approved Program - Total	24,690	13,900	5,200	1,900	0
Source of Changes - Increase/(Decrease)					
Item No. 1: Expansion and Alterations to Existing Police Facilities	(670)	0	0	0	0
Item No. 2: New Police Headquarters	(5,299)	14,183	10,081	0	0
Item No. 3: Consolidation of Police Units	560	0	0	0	0
Item No. 4: New No. 53 Police Station	4,230	2,780	0	0	0
Item No. 5: Marine Unit	825	500	0	0	0
Item No. 6: New No. 12 Police Station	200	1,000	(1,200)	0	0
Item No. 7: New No. 31 Police Station	(1,000)	1,000	0	0	0
Item No. 8: No. 4 District Facilities	1,250	4,000	1,000	0	0
Item No. 9: No. 5 District Facilities	0	0	0	0	0
Item No. 10: No. 1 District Facilities	0	0	0	100	3,900
Item No. 11: No. 2 District Facilities	0	0	0	100	4,200
Addition to No. 43 Police Station	0	0	(1,100)	0	0
Per 1985 Submission	24,786	37,363	13,981	2,100	8,100

SUMMARY REPORT OF THE 1985 - 1989
CAPITAL PROGRAM REVIEW
BY: MAYOR JOHNSON
TORONTO TRANSIT COMMISSION

January 4, 1985

SUMMARY REPORT OF THE 1985 - 1989 CAPITAL PROGRAM REVIEW

BY: MAYOR JOHNSON

TORONTO TRANSIT COMMISSION

(In $000's)

Metro Net Expenditure	1985	1986	1987	1988	1989
Targets as Approved by Council (February 28, 1984)	35,000	35,000	35,000	35,000	-
Commission's Submission	32,422	59,625	45,300	68,350	83,225
Recommended Funding	35,275	63,125	49,100	70,675	83,875

Effect on Establishment					
Cumulative Staff Requirements	143	123	225	225	231

Adjustments to Submission

The recommended adjustments to the TTC's Capital Works Program are the result of several rounds of revisions:

1) The program in the Preliminary Capital Works Program Submission (November, 1984) is shown in constant 1985 dollars (Approved by the TTC on October 30, 1984). (See Attachment 1B.)

2) The program was resubmitted in current (i.e. inflated) dollars. (Approved by the TTC on October 30, 1984). (See Attachments 1A and 2.)

3) The TTC revised the program, December 11, 1984 to take account of more up-to-date information (Attachment 3).

4) Subsequent detailed review with TTC staff led to further adjustments as detailed in Attachment 4 (December 28, 1984). As a result, the recommended net funding is slightly above the 1985 target for net expenditure.

Summary of Recommendations

It is recommended that the following adjustments to the 1985-1989 Capital Works Program be made:

		Gross Expenditure				
		Increase/(Decrease)				
Item No.	Name	1985	1986	1987	1988	1989
Program as Submitted (in current $)		144,800	242,800	181,100	273,300	332,800
1	Land Settlement Costs	(2,800)				
2	Scarborough Rapid Transit	* 5,500				
8	Wheel Trans Equipment	2,800	1,500	1,200	1,200	1,300
9	Hillcrest Consolidation	(1,900)	1,100	1,300	900	-
13	Subway Equipment Replacements	300		900		
14	Wilson Station and Bus Lanes	100				
16	Transit Roads - STC	(1,000)				
17	North York Centre Station	(200)				
19	Arrow Road Garage	700	(100)	(400)	600	-
21	52 ALRV's	18,200	1,000	-	-	-
23	CIS Future	100				
28	Harbourfront - Spadina - CNE LRT	(5,300)	9,000	6,500	5,400	-
29	Future RT	(3,600)	-	4,500	-	-
	Recommended Program	157,700	255,300	195,100	281,400	334,100
	Metro Share **	35,275	63,125	49,100	70,675	83,875

* The final land acquisition costs may result in a project overexpenditure.

** 75 per cent of the funding of the regular capital works program is provided by the Province of Ontario. Exceptions to this formula are the Scarborough RT and Wheel Trans Equipment projects.

Overview

Total Cost

The recommended Capital Works Program (CWP) for the TTC shows a total expenditure of $3.8 billion up from the approved gross estimated cost shown in the 1984-1988 CWP of $2.2 billion. The total gross expenditure expected in the 1985-89 period is $1,223.6 million. Last year's approved program for 1984-1988, showed expenditures of $1,182 million. The TTC anticipates spending in the post-1989 period to be $2,196.1 million.

The predominant reason for the increase in the cost of the CWP is the inclusion in the submission of the construction costs for the larger of the two possible future rapid transit lines under study, namely the Cross-Town line which includes the Eglinton RT to complete the alignment:

	Estimated Cost (1985 $)
Waterfront and East Radial	$ 722.4
- CNE to Union	240.9
- Union to Bloor/Danforth	481.5
Cross-Town	2,020.5
- Yonge to Town Centre	747.5
- Dufferin to Yonge	298.8
- Wilson to Sheppard	90.1
- Renforth to Spadina (Eglinton RT)	884.1

The amount included in the recommended program for the 1985-1989 period for Future Rapid Transit projects, $507.4 million, provides for partial construction of one line, as yet unspecified. Following the conclusion, in March, 1985, of the transit studies being undertaken and subsequently the TTC's and Metro Council's deliberations, these costs will be revised.

Provincial-Metro Funding

The normal Provincial subsidy rate for TTC capital works projects is 75 per cent. The remaining 25 per cent is funded by Metro. Exceptions to this rate are the: Scarborough RT where the balance of the funding over $103 million is subsidized at 100 per cent by the Ministry of Transportation and Communications (MTC), ICTS Cars - Improved Service, where the Province has agreed to finance two of the six additional cars at 100 per cent and Wheel-Trans Equipment which is financed at 50 per cent by the Province. In the Future RT project, the TTC has estimated the subsidy rate at 75 per cent. As noted in the TTC's submission, Metro expects a 90 per cent subsidy for the Waterfront and East Radial line. (See Item No. 29 for discussion of this issue.)

In January, 1984, the Province of Ontario informed the TTC that the Provincial subsidy for 1984 would be severely limited. As a result, the TTC revised their CWP producing a reduction in Metro's net expenditure from $46,901 thousand to $17,510 thousand for 1984. It is unknown at this time whether any reduction may be necessary for the 1985-89 program as a result of Provincial subsidy limitation.

In this year's analysis of the TTC's program, 1985 expenditures were reviewed with the intent of not exceeding the capital target of $35 million approved by Council on February 28, 1984. This target is the best current indicator of affordability. The increase in the cost of the TTC's program in 1986 and in future years will be reviewed in the context of Provincial-Metro funding availability.

Metro is currently reviewing a TTC report, Transit Financing (1984) and will respond to future affordability, subsidy and financing issues within the context of that review.

Comments on Projects

Of the 29 projects included in the TTC's Capital Works Program the following have been selected for specific comment for one or more of the following reasons:

- projects show a large change in cost or Provincial funding over previous approved estimates
- projects are new to the program
- projects have significant longer term costs and benefits.

The funding shown in Commission's Request reflects the TTC's program in current dollars as originally submitted to Metro on October 30, 1984. On December 11, 1984, the Commission revised the program upward. The Recommended Funding takes account of the TTC's December 11, 1984 revisions and further reductions made by the TTC after the Budget Sub-Committee Member's review.

Works in Progress

Item No. 1: Land Settlement Costs

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	5,600	-	-	-	-	-	6,400
Recommended Funding	2,800	-	-	-	-	-	3,200

For the 1985-1989 CWP, a new corporate budgeting policy has been instituted at Metro requiring all open projects to be disclosed in the program in order to reflect more accurately the Corporation's capital spending. The original submission provided for final expenditures for land settlements on a number of projects as listed below:

Bloor-Danforth University Subway	$ 408	thousand
Bloor-Danforth Subway - East/West Extensions	25	
Yonge Subway Extension - Eglinton to Sheppard	123	
Yonge Subway Extension - Sheppard to Finch	20	
Spadina Rapid Transit	3,500	
Bloor-Danforth Subway - Extension to Kipling	1,320	
Bloor-Danforth Subway - Extension to Kennedy	142	
Preliminary Expenditures re Land Acquisition	23	
Total	$5,561	

These projects have been approved by the Ontario Municipal Board. The administration of the activity pertaining to these projects is undertaken by Metro's Parks and Property Department, who indicate they will attempt to complete all outstanding settlements in 1985. Future costs will need to be re-assessed for next year's submission, if any are outstanding.

The revenues from long and short term leases on these properties and from land sales are used to reduce debenture requirements for rapid transit purposes after deductions are made for operating expenditures. This revenue is included in the corporate financing accounts and does not appear in the TTC's CWP.

Provincial subsidies are expected on all but the first three projects listed. The first three projects do not qualify for subsidy because they pertain to projects which were undertaken prior to 1971 at which time TTC expenditures were not eligible for subsidy.

The TTC revised the CWP in December, 1984, and advised that the 1985 estimate for the Spadina Rapid Transit project should be reduced by $3.2 million. The project had been included in the TTC's CWP in anticipation of a MTC subsidy. However, MTC staff advise that subsidy will not be provided for this project which intended to transfer ownership from the Metro Roads and Traffic Department to the TTC. A further adjustment of $400 thousand was made by the TTC on December 11, 1984, resulting in an overall decrease in this project of $2.8 million.

Item No. 2: Scarborough RT

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	17,200	500	-	-	-	-	196,000
Recommended Funding	22,700	500	-	-	-	-	196,000

The Scarborough RT line has experienced a number of delays and increases in cost. It is now anticipated that the line will be operational in March, 1985. On June 19, 1984, Metro Council approved an increase of $15 million to $196 million for the project in order to ensure that the demonstration aspect of the new transit technology is fully achieved. The full amount of the additional expenditure is subsidizable at 100 per cent by the Province as a result of an agreement to assume 100 per cent of the costs for the ICTS line in excess of the originally estimated cost of construction of a streetcar line. An amount of $40 million has been provided for the purchase of 22 ICTS vehicles within this estimate.

In the 1985-1989 CWP, the TTC shows a total expenditure of $196 million. However, a footnote to the funding schedule approved by the Commission indicates that final land acquisition costs may result in a project overexpenditure. Based on the information provided by Metro's Parks and Property Department, the TTC has determined that approximately $4.5 million of outstanding claims has not been included in the project cost estimate of $196 million. However, this amount is not firm and no change to the total project cost is recommended in this report. The TTC requests an increase to the 1985 funding of $5.5 million because the 1984 expenditures were lower than had been anticipated. (See also comments on related projects, Item No. 16 - Transit Roads Scarborough Town Centre and Item No. 24 - ICTS Cars-Improved Service.)

Item No. 3: Station Modernization

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	4,800	400	6,900	13,200	4,300	1,100	50,200
Recommended Funding	4,800	400	6,900	13,200	4,300	1,100	50,200

This project provides for the continuing improvements to subway stations on the Yonge line and for the Donlands station. During 1984, work on the Eglinton and Wellesley stations was begun and will continue in 1985. As a result of the Provincial subsidy limitation announced in 1984, the TTC had postponed some of the work on various stations. Future plans provide for improvements to the Davisville East Entrance, St. Clair, Summerhill and Bloor-Yonge stations. In 1984, an estimate of the cost to be incurred was $5,000 thousand, while it is now projected that the 1984 actual expenditure will be $2,600 thousand because of competitive bidding and progress delays.

The total cost of the project has been reduced to $50.2 million from $57.8 million primarily because of reduced work by the TTC at the Eglinton bus transfer facility.

Item No. 8: Wheel-Trans Equipment

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	300	100	100	100	100	-	1,100
Recommended Funding	3,100	1,600	1,300	1,300	1,400	1,300	10,400

On December 11, 1984, the TTC approved the purchase of 30 Orion II vehicles at an estimated cost of $2.8 million and recommended that this amount be added to the 1985 estimate in the CWP. The report will be forwarded to Metro Council for approval early in 1985. The TTC report indicates that 33 currently used Mighty Mite vehicles will reach maturity in 1985 and will need to be replaced. The TTC intends to purchase the new vehicles directly, rather than having the contractor purchase the vehicle. The Province of Ontario subsidizes the purchase of the vehicles at 50 per cent.

The $300 thousand originally requested provided for the purchase of communication equipment.

Item No. 9: Maintenance Facilities - Hillcrest

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	17,200	7,700	19,500	15,200	900	-	76,600
Recommended Funding	15,300	8,800	20,800	16,100	900	-	77,100

The total cost of this project has decreased from that shown in the 1984-1988 CWP, primarily as a result of adjustment for lower inflation expectations. Phase I of the project will be substantially completed in 1985 at an estimated cost of $25 million. Metro Council has approved Phase I which included land acquisition and the erection of a general store and major bus maintenance facility to replace the Parkdale shops. Originally it had been anticipated that Phase I would include the construction of a Fare Processing Building, however this building is now included in Phase II. Phase II also includes the purchase and installation of materials handling and fare processing equipment and a salt storage building. The total cost of Phase II is given as $28.2 million extending from 1985 to 1988. Funding for 1985 has been reduced by the TTC as a result of the need to reduce expenditures to target.

In 1983, the Budget Sub-Committee received a cost justification for Phase I. The TTC has committed to providing further justification for additional phases prior to proceeding.

Item No. 10 - 13: Subway Improvements

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Item No. 10: Subway Track Replacement							
Commission's Request	1,700	1,500	1,600	1,700	1,800	-	11,700
Recommended Funding	1,700	1,500	1,600	1,700	1,800	-	11,500
Item No. 11: Subway and Surface Electrical Modifications							
Commission's Request	1,800	2,100	2,500	2,400	2,900	-	16,700
Recommended Funding	1,800	2,100	2,500	2,400	2,900	-	16,400
Item No. 12: Subway Building Improvements							
Commission's Request	1,600	2,700	3,900	2,000	1,500	-	16,900
Recommended Funding	1,600	2,700	3,900	2,000	1,500	-	16,600
Item No. 13: Subway Equipment							
Commission's Request	200	100	100	100	100	-	2,800
Recommended Funding	500	100	1,000	100	100	-	3,900

These items provide for the replacement and improvement of subway related projects generally due to the age of the system. Overall, the total cost of the projects has increased to $48.4 million from $39.9 million, or by 21 per cent as compared to the 1984 - 1988 program. The major increase in cost occurs in Item No. 12 (Subway Building Improvements). Within Item No. 12, subway ventilation has been increased from $1.3 million to $5.0 million to ensure that proper ventilation of subway tunnels can occur during emergency conditions. The original estimate was revised on the basis of detailed tests conducted during 1984.

The TTC originally submitted a request for funding of $48.1 million for these four items. This funding request was amended by the Commission to $48.4 million on December 11, 1984. An amount of $1,200 thousand was added to Item No. 13 Subway Equipment Replacements. ($300 thousand in 1985 and $900 thousand in 1987.) The total project costs in Items 10, 11, 12, and 13 differ from the original request because of adjustments to the 1984 projected actuals.

Item No. 14: Wilson Station and Bus Lanes

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	600	-	-	-	-	-	5,500
Recommended Funding	700	-	-	-	-	-	5,500

This project was originally to provide for reserved bus lanes on the Allen Road and Dufferin Street and for alterations at the Wilson Subway Station, mainly the expansion of bus bays.

The work, in the amount of $5.1 million, is substantially complete and will come in under budget. In June, 1984, an additional project was added to this item to provide for the construction of a bus looping facility at Dufferin Street and Finch Avenue and a bus turn lane at the Allen Road-Sheppard Avenue intersection at a cost of $415 thousand. This item had not been included in the 1984-88 CWP. It was approved by Metro Council on June 8, 1984. An increase of $100 thousand for 1984 has been requested by the TTC as a result of lower than anticipated completion in 1984.

Item No. 15: Fare Collection Facilities

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	100	2,000	6,400	4,000	-	-	13,500
Recommended Funding	100	2,000	6,400	4,000	-	-	13,500

In 1983, test equipment to read magnetically encoded tickets (MET) and passes was purchased. Testing is being undertaken on the Yonge subway line. The proposed system is intended to overcome many problems of the existing fare collection system, including passenger inconvenience, and the inability to take advantage of some other fare options such as peak and off-peak fare differentials. The TTC indicates that pass operated turnstiles will receive priority in the implementation process. Experience with pass-operated turnstiles has been favourable to date.

The expenditure in 1985 provides for continuation of testing. Prior to full implementation, Metro Council has requested the TTC to provide a full cost justification based on the above tests.

Item No. 16: Transit Roads at Scarborough Town Centre

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	2,200	-	-	-	-	-	4,800
Recommended Funding	1,200	-	-	-	-	-	4,800

This project provides for road improvements for exclusive transit access and exit from the Town Centre to be completed prior to the opening of the Scarborough RT line. A revision downward of $1 million was made to the 1985 estimate as a result of higher-than-anticipated expenditures in 1984.

Item No. 17: Park Home Station (North York Centre Station)

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	4,400	8,600	8,200	4,500	-	-	26,500
Recommended Funding	4,200	8,600	8,200	4,500	-	-	26,500

This project provides for the construction of a new subway station on the Yonge Line between Sheppard and Finch. The proposal was approved in principle by Metro Council in September, 1982. The station was recommended by the Technical Transportation Planning Committee, in their submission to the Economic Development and Planning Committee, on economic development grounds. It was pointed out that the extensive proposed development at the North Yonge Centre was largely contingent upon better transit. At the time of approval, the TTC report stated that "the construction of Park Home Station cannot be justified by anticipated usage. If the station is constructed, however, development is expected to follow at an accelerated rate, and it is expected that the project would be completely justified by ridership shortly after the completion of construction". (September 21, 1982).

Metro Council gave specific approval and the TTC received OMB allocation for $25 million on June 21, 1983, subject to receiving an exemption under The Environmental Assessment Act. If an assessment were required, the report specified approval for studies only. In May, 1984, the Minister of the Environment granted an exemption for the project subject to the TTC's Environmental Status Report being released, a public meeting being held and construction beginning prior to the first day of January, 1986, and being substantially completed by the first day of January, 1989. The cash flow submitted in the 1985-1989 CWP fits within this timeframe.

The decrease of $200 thousand to the 1985 funding is a cash flow adjustment.

Item No. 18: H6 Subway Cars

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	65,400	67,400	23,100	-	-	-	185,800
Recommended Funding	65,400	67,400	23,100	-	-	-	185,800

This project has been approved by Metro Council. The $65.4 million included in the 1985 estimate is the most costly item in this year's estimate. It provides for the purchase of 126 subway cars from the UTDC, 100 of which are required to replace the Gloucester cars in service since 1954, and 26 for additional service to reduce crowding. The TTC had originally not intended to purchase as many cars but did so to reduce the unit cost. Most of the existing cars have heavy body corrosion and replacement parts are no longer readily available. A referee adjudicated the price to be paid and TTC staff reported that they were "reasonably satisfied that, from a market price perspective, the price offered by UTDC would, in all probability be the lowest bid in a competive price situation". (Nov. 25, 1983). An additional payment of $67.4 million is scheduled for 1986, contributing heavily to the large expenditures scheduled for that year.

Item No. 19: Future Bus Garage (Arrow Road Garage)

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	500	1,700	5,700	16,400	7,400	-	34,500
Recommended Funding	1,200	1,600	5,300	17,000	7,400	-	34,600

This project provides for the construction of a 250-bus garage. An amount of $3.3 million has been approved by Metro Council and the OMB, of which $2.2 million was spent on the purchase of property on Arrow Road.

A justification was developed by the TTC for the 1984-1988 CWP showing the expected fleet requirements by 1988. Construction was delayed in last year's CWP because of the Provincial subsidy limitation. An adjustment is requested by the Commission to provide for servicing of the land in 1985.

Item No. 20: Light Rail Vehicles (CLRV's) from MTC

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	-	-	-	2,400	12,800	18,400	33,600
Recommended Funding	-	-	-	2,400	12,800	18,400	33,600

The funding provides for 71 CLRV's to replace, in part, some of the PCC streetcars which were built between 1946 and 1951 and which have subsequently been rebuilt. The streetcars are built by Hawker Siddeley Canada Ltd. under contract to UTDC. The vehicles were acquired by the TTC as a demonstration project for MTC in conjunction with 125 vehicles which are included in Item 7, 125 Light Rail Vehicles - a project which is substantially complete. In order to achieve a volume order, MTC agreed to buy 71 additional vehicles and in the interim lease them to the TTC. Payments to purchase the vehicles were to begin in 1984. However, due to subsidy limitation, MTC agreed to postpone the receipt of the first payment to 1988.

Item No. 21: Replace PCC Street Cars (52 ALRV's)

	Project Gross Expenditures						
	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	2,100	61,000	6,400	-	-	-	104,100
Recommended Funding	20,300	62,000	6,400	-	-	-	104,200

Metro Council approved this purchase from UTDC on February 28, 1984. These articulated streetcars are to be delivered in 1986 and 1987 as replacement for PCC vehicles. They are intended for use on Queen and Bathurst Streets. Certain modifications to facilities such as track switches and safety islands are necessary to accommodate the longer vehicles. Higher capacity vehicles are expected to result in productivity improvements.

The TTC has revised the cost of this project for 1985. The increase of $18.2 million in 1985 is a result of delayed payments for the 52 ALRV vehicles.

Item No. 22: Communication and Information System - Phase VI

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	-	-	-	-	-	-	3,100
Recommended Funding	-	-	-	-	-	-	3,100

In 1984, Council approved a request for an additional expenditure of $300 thousand on this project which was not anticipated when the 1984-1988 CWP was approved. The funding provides for the continuation of the work on Phase VI of the Communication and Information System installation to 265 buses at the Wilson Division. The original project estimate will be exceeded by $300 thousand because of longer time spent on debugging the system hardware and software. The Division's fleet is to be completely equipped by the end of 1984 after experiencing several delays.

The Communication and Information System (CIS) provides the capacity to communicate service and vehicle data between surface transit vehicles and the control centre. Therefore, in the case of breakdowns, or other emergencies, disruption to passenger service can be minimized. The system also enables TTC controllers to determine the exact location of surface vehicles and to contact the driver at any time. Development and testing of the base station and on-vehicle software has been ongoing for the past seven years. The expected payoffs for the project are in the areas of improved adherence to schedules, better service supervision, better record collection and enhanced handling of emergency situations. The need for additional vehicle purchases could be reduced as buses are reassigned from routes with excess capacity.

Works With No Commitment

Item No. 23: Communication and Information System - Future

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	1,700	9,200	8,700	8,000	7,300	3,200	38,200
Recommended Funding	1,800	9,200	8,700	8,000	7,300	3,200	38,200

This project was included in the 1984-1988 CWP with $1 million of expenditure proposed for 1984. No approval from Metro Council was sought as work continued on CIS - Phase VI. After the completion of CIS - Phase VI, a full evaluation of the benefits and costs of this system on service reliability, regularity and efficiency of operation will be conducted before assessing the advisability of expanding the system to the surface fleet at all Divisions.

TTC will prepare a complete evaluation of the experience with Phase VI for presentation to Metro Council before proceeding with full system implementation. The 1985 original expenditure of $1.7 million was increased by the TTC by $100 thousand as the $100 thousand of expenditure which was projected for 1984 had not been approved by Metro Council by year-end.

Item No. 24: ICTS Cars - Improved Service

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	-	11,700	-	-	-	-	11,700
Recommended Funding	-	11,700	-	-	-	-	11,700

This project provides for six additional ICTS vehicles for the Scarborough Rapid Transit line to be acquired from a UTDC subsidiary. The project has not yet been submitted to Metro Council for approval. The TTC states in its submission that these six additional vehicles will be needed by the late 1980's because of ridership growth. To take advantage of lower unit costs of manufacturing the TTC is planning to increase the order. Payment for these mid-size vehicles is scheduled for 1986. A contingency of $550 thousand has been built into the Item No. 24 estimate.

Because the cars are associated with the guarantee made by the Province on the Scarborough Rapid Transit line, two of the cars are to be funded at 100 per cent by the Province. Four will be subject to the normal 75:25 per cent subsidy ratio with Metro picking up 25 per cent. Currently, the TTC expects the Scarborough RT line to be very popular.

Item No. 25: Transit Control

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	-	1,600	5,600	10,700	3,500	-	21,400
Recommended Funding	-	1,600	5,600	10,700	3,500	-	21,400

This new project provides for the construction of a new transit control centre at a cost of $21.4 million. The facility will have the potential to provide service for new rapid transit lines. The TTC indicates that space at the existing facilities at Hillcrest which has been in operation since 1968, will become increasingly congested. The TTC states that space for control facilities for future transit lines proposed in the TTC's Long Range Plan and in the ARTS study would not be available without major reconstruction of the Hillcrest facilities or the provision of a larger transit centre. A formal report and justification for this project is being prepared by the TTC.

Item No. 26: Danforth Bus Garage

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	100	2,700	-	-	-	-	2,800
Recommended Funding	100	2,700	-	-	-	-	2,800

An amount of $2.8 million is included for the enclosure of the 80-bus storage area at the Danforth Garage. The proposed action responds to the concerns of the area residents and to the Ministry of Environment's survey results on emissions. The TTC staff advise that the other options considered would not produce any significant reductions in emissions, noise or odour. Metro Council has not yet approved this project.

Item No. 27: Automatic Passenger Counters

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	400	300	400	-	-	-	1,100
Recommended Funding	400	300	400	-	-	-	1,100

The Automatic Passenger Counters project appears in the CWP for the first time in this submission. Metro Council has not yet approved this project. It is intended to improve the data base for surface vehicle allocation during weekend and overnight periods when manual traffic counts would be expensive. The TTC intends to equip 10 per cent of the bus and trolley coach fleet within the above total project cost.

It is planned to install the equipment on up to 55 vehicles in three divisions in 1985, one of which is the Wilson Division. Future spending in 1986 and 1987 to equip approximately 100 more vehicles would depend on favourable results. The CIS project is also being tested at the Wilson Division with similar benefits expected - i.e. improving route performance and allocation. The TTC indicates that the improved passenger load information may result in cost savings through the fine-tuning of weekend and overnight service.

Works With Some Commitment - Major Rail

Item No. 28: Harbourfront - Spadina - CNE Light Rail Transit

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	10,400	29,300	20,100	37,200	34,200	27,000	158,900
Recommended Funding	5,100	38,300	26,600	42,600	34,200	27,000	174,300

The Harbourfront - Spadina - CNE LRT had been included in the original 1985-1989 CWP submission at a cost of $158.9 million. The TTC requests that the funding provided be revised to $174.3 million.

The cost provided in the recommended CWP is intended for three phases of expenditures:

Phase I - Harbourfront - Union to Spadina - beginning 1984 - at	$ 71.3 million
Phase II - Spadina - Queen's Quay to Bloor - beginning 1988 - at	$ 65.3 million
Phase III - CNE - Spadina to CNE - beginning 1987 - at	$ 37.7 million
Total -	$174.3 million

The first phase of the project is to serve the Harbourfront complex, the Island ferry docks, the Harbour Square Central Bayfront and the eastern section of the proposed Railway Lands development. The line was recommended in the Central Waterfront Transportation Study which was considered at a joint meeting of the Transportation, and Economic Development and Planning Committees. This study gave the line top rapid transit priority of the lines proposed in the study. In the Central Waterfront Transportation Study report the cost of the Harbourfront phase was estimated as $29 million in 1983 dollars. In addition, the reconstruction and widening of the Spadina bridge was quoted as $5 million in 1981 dollars with part of the work to be financed by private developers. In a further report presented to these Committees dated November 16, 1983, the cost of the Harbourfront LRT was given as $48.6 million in 1984 dollars.

In its preliminary studies, the TTC reviewed several options for providing service on Phase I of the project:

1. Buses in mixed traffic - $14.1 million
2. Buses in reserved curb lanes - $32.1 million
3. Buses in dedicated centre lanes - $34.2 million
4. Streetcars in mixed traffic - $47.4 million
5. LRT on dedicated right-of-way with at grade loop at Union - $55.8 million
6. LRT on dedicated right-of-way with underground loop at Union - $70.2 million

The funding which was included in the CWP submission provided for option 5 at $55.8 million. Because problems with an at grade loop at Union Station were expected, the Commission approved Option 6 on November 13, 1984, and forwarded the report to Metro.

At the November 20, 1984 Executive Committee meeting, the Committee referred the report to the Economic Development and Planning Committee which in turn referred the report to the Technical Transportation and Planning Committee which may report to a joint meeting of the Transportation, and Economic Development and Planning Committees.

Several factors may affect the estimate for this project if and when it is undertaken. With the TTC's proposal an Official Plan amendment may be required, resulting in delays. Possible contributions from land owners and developers should be estimated. (Harbourfront Corporation may contribute property for the Spadina Loop reducing the cost by $1.3 million.) The Spadina Bridge reconstruction cost of $5.0 million may be reduced and the cost of vehicles to be used may need to be reassessed. When revising its program to meet Metro's funding target the TTC deferred the purchase of the rolling stock from 1985 to later years. The delayed purchase results in an increase in the total cost of $1.1 million to $71.3 million.

Item No. 29: Future RT

Project Gross Expenditures

	1985	1986	1987	1988	1989	Balance To Complet.	Total Project Cost
Commission's Request	5,600	31,800	61,800	154,800	252,500	2,141,200	2,649,800
Recommended Funding	2,000	31,800	66,300	154,800	252,500	2,141,200	2,650,300

The TTC has combined three projects from the 1984-1988 CWP into one "order of magnitude" projection based on the assumption that only one of the major rapid transit lines being studied will be partially constructed during 1985-1989. The amount included for 1985-1989 is $507.4 million providing for partial construction of an unspecified line. The balance to completion shows the estimated cost of construction for the remainder of the larger line, the Crosstown line, including the Eglinton RT to complete the alignment.

In Metro's approved 1984-1988 CWP, funding for the Cross-Town Line and the Eglinton RT was not provided beyond the studies to be undertaken in 1984 as it was assumed that these projects would be totally funded by the Province of Ontario. Many significant changes have occurred over the last year leading to revisions in these estimates.

On June 11, 1984, the Minister of Transportation and Communications announced in the Legislature that the North Metro GO-ALRT line would be deferred and that the MTC would support a TTC east-west cross-town line. Feasibility studies are currently being undertaken by Metro and TTC on the Sheppard-Finch Rapid Transit Corridor Study with results to be presented to the Technical Transportation Planning Committee (TTPC) in the spring of 1985.

The Waterfront and East Downtown Radial Line and the Eglinton Avenue West line are being studied by a special project team which will also report to the TTPC in the spring of 1985. It is expected that the TTPC will review the conclusions of the three studies and recommend priority and related recommendations for future rapid transit in Metro. It is anticipated that the TTPC will report to the Metro Executive Committee before the summer recess of 1985. If so, the allocation of $5.6 million for engineering studies in 1985 is high. The TTC has agreed to reduce the originally requested estimate of $5.6 million provided for 1985 for engineering studies to $2.0 million to allow time for full review of the proposals.

Further major revision to the $2.65 billion total cost shown for Future RT will most likely be required after need, priorities, routes and technologies are determined and after Metro reviews the affordability of the Capital Works Program.

The subsidy for the Waterfront and East Radial line has been budgeted as 75 per cent. In the submission, the TTC notes that Metro anticipates a subsidy of 90 per cent for the Waterfront and East Radial line. Anticipated subsidy rates for all three lines will need to be better defined, as well as the effect of a possible continuing Provincial subsidy limitation.

ATTACHMENT 1A
(in current $)
Page 1 of 3

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR TORONTO TRANSIT COMMISSION

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	ESTIMATED EXPENDITURES (GROSS) TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				THOUSANDS OF DOLLARS								
SUMMARY												
WORKS IN PROGRESS		918,200 ~~911,100~~	732,892	396,100 ~~422,500~~	148,300 ~~126,600~~	159,700 156,200	87,500 84,500	65,300 62,600	36,600 35,300	497,400 465,200	24,700 23,400	
WORKS WITH SOME COMMITMENT		2824,600 ~~2,808,700~~	2,200	2,200 ~~2,800~~	7,100 ~~16,000~~	70,100 ~~61,100~~	92,400 81,900	197,400 ~~192,000~~	286,700	654,200 637,700	2,168,200	
WORKS WITH NO COMMITMENTS MADE		75,200	0	0 ~~100~~	2,300 ~~2,200~~	25,500	14,700	18,700	10,800	72,000 ~~71,900~~	3,200	
GROSS EXPENDITURE		3,818,000 ~~3,795,000~~	735,092	398,300 ~~425,400~~	157,700 ~~144,800~~	255,300 ~~242,800~~	195,100 ~~181,100~~	281,400 ~~273,300~~	334,100 332,800	1,223,600 ~~1,174,800~~	2,196,100 ~~2,194,800~~	
SUBSIDIES		2,784,775 ~~2,769,920~~	0	243575 259,542	99,725 95,178	187,775 178,775	146,000 135,800	210,725 204,950	250,225 249,575	894,450 864,278	1,646,750 1,646,100	
GRANTS		98,700	0	71,600 ~~77,100~~	22,700 ~~17,200~~	4,400	0	0	0	27,100 ~~21,600~~	0	
OTHER EXTERNAL FUNDS		1,700	0	1,700	0	0	0	0	0	0	0	
NET CAPITAL EXPENDITURE		932825 ~~924,680~~	735,092	81,425 ~~87,058~~	35,275 32,422	63,125 ~~59,625~~	49,100 45,300	70,675 68,350	83,875 83,225	302,050 ~~288,922~~	549,350 ~~548,700~~	
WORKS IN PROGRESS:-												
1 LAND SETTLEMENT COSTS	1	3,200 ~~6,400~~	6,400	400 800	2,800 ~~5,600~~	0	0	0	0	2,800 5,600	0	
2 SCARBOROUGH RT **	1	196,000	196,000	172,800 178,300	22,700 ~~17,200~~	500	0	0	0	23,200 ~~17,700~~	0	
3 STATION MODERNIZATION	1	50,200	26,500	19,500	4,800	400	6,900	13,200	4,300	29,600	1,100	
4 ESCALATOR EXPANSION PROGRAMME	1	9,400	7,300	5,300	400	0	0	0	2,900	3,300	800	
5 INCREASED ACCESSIBILITY FOR THE HANDICAPPED	1	7,100	6,400	2,800	0	0	0	600	600	1,200	3,100	
6 H5 SUBWAY CARS	1	40,300	40,077	39,500	400	300	100	0	0	800	0	

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR TORONTO TRANSIT COMMISSION

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				ESTIMATED EXPENDITURES (GROSS)								
			THOUSANDS OF DOLLARS									
WORKS IN PROGRESS (cont'd)												
7 125 LIGHT RAIL VEHICLES	1	64,500	66,200	64,300	100	100	0	0	0	200	0	
8 WHEEL-TRANS EQUIPMENT	1	10 400 ~~1,100~~	500	400	3 100 ~~300~~	1 600 100	1 300 ~~100~~	1 500 100	1 400 100	8 700 ~~700~~	1 300 ~~0~~	
9 MAINTENANCE FACILITIES HILLCREST	1	77,100 ~~76,600~~	25,000	15 200 ~~16,100~~	15,300 ~~17,200~~	8 600 ~~7,700~~	20 800 ~~19,500~~	16 100 ~~15,200~~	900	61 900 60,500	0	
10 SUBWAY TRACK REPLACEMENT	1	11,500 ~~11,700~~	3,300	3 200 ~~3,400~~	1,700	1,500	1,600	1,700	1,800	8,300	0	
11 SUBWAY & SURFACE ELECTRICAL MODIFICATIONS	1	16,400 16,700	6,400	4 700 ~~5,000~~	1,800	2,100	2,500	2,400	2,900	11,700	0	
12 SUBWAY BUILDING IMPROVEMENTS	1	16,600 ~~16,900~~	6,200	4900 ~~5,200~~	1,600	2,700	3,900	2,000	1,500	11,700	0	
13 SUBWAY EQUIPMENT	1	3100 ~~2,800~~	6,100	2 100 ~~2,200~~	500 ~~200~~	100	1 000 100	100	100	1 800 ~~600~~	0	
14 WILSON STATION ALTERATIONS AND BUS LANES	1	5,500	5,715	4 800 ~~4,900~~	700 ~~600~~	0	0	0	0	700 ~~600~~	0	
15 FARE COLLECTION FACILITIES	1	13,500	1,050	1,000	100	2,000	6,400	4,000	0	12,500	0	
16 TRANSIT ROADS STC	1	4,800	7,800	3600 ~~2,600~~	1 200 ~~2,200~~	0	0	0	0	1 200 ~~2,200~~	0	
17 PARK HOME STATION	1	26,500	25,000	1000 ~~800~~	4 200 ~~4,400~~	8,600	8,200	4,500	0	25,500 25,700	0	
18 SUBWAY CARS	1	185,800	185,800	29,900	65,400	67,400	23,100	0	0	155,900	0	
19 FUTURE BUS GARAGE	1	34,600 34,500	3,300	2 100 2,800	1 200 500	1 600 1,700	5 300 5,700	17 000 16,400	7,400	32 500 31,700	0	
20 LIGHT RAIL VEHICLES FROM M.T.C	1	33,600	0	0	0	0	0	2,400	12,800	15,200	18,400	
21 REPLACE P.C.C. STREET CARS	1	104,200 ~~104,100~~	104,750	15,300 34,600	24 500 2,100	62 000 ~~61,000~~	6,400	0	0	92 900 69,500	0	
~~22 C.I.S. PHASE VI~~	1	3,100	~~3,100~~	~~3,100~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	0	
		918,200 911,100	732,892	396,100 ~~422,500~~	148 300 ~~126,600~~	159,700 ~~156,200~~	91,500 ~~84,500~~	65,300 ~~62,600~~	36,600 ~~35,300~~	497,400 ~~465,200~~	24,700 ~~23,400~~	

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR TORONTO TRANSIT COMMISSION

					ESTIMATED EXPENDITURES (GROSS)							
DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
					THOUSANDS OF DOLLARS							
WORKS ON WHICH NO PHYSICAL CONSTRUCTION HAS COMMENCED BUT ON WHICH CERTAIN COMMITMENTS HAVE BEEN MADE												
22 28 *HARBOURFRONT LRT	1	174,300 ~~150,900~~	500	500 ~~700~~	5,100 ~~10,400~~	38,300 ~~29,300~~	26,600 ~~20,100~~	42,600 ~~37,200~~	34,200	146,800 ~~131,200~~	27,000	
23 ~~29~~ *FUTURE RT	1	2,650,300 ~~2,649,000~~	1,700	1,700 ~~2,100~~	2,000 ~~5,600~~	31,800	66,300 ~~61,600~~	154,800	252,500	507,400 ~~506,500~~	2,141,200	
		2,824,600 ~~2,800,700~~	2,200	2,200 ~~2,800~~	7,100 ~~16,000~~	70,100 ~~61,100~~	92,900 ~~81,900~~	197,400 ~~192,000~~	286,700	654,200 ~~637,700~~	2,168,200	
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE:-												
24 ~~25~~ C.I.S. - FUTURE	1	38,200	0	0 ~~100~~	1,800 ~~1,700~~	9,200	8,700	8,000	7,300	34,900	3,200	
25 ~~24~~ ICTS CARS - IMPROVED SERVICE	1	11,700	0	0	0	11,700	0	0	0	11,700	0	
26 ~~25~~ TRANSIT CONTROL	1	21,400	0	0	0	1,600	5,600	10,700	3,500	21,400	0	
27 ~~26~~ DANFORTH BUS GARAGE	1	2,800	0	0	100	2,700	0	0	0	2,800	0	
28 ~~27~~ AUTOMATIC PASSENGER COUNTERS	1	1,100	0	0	400	300	400	0	0	1,100	0	
		75,200	0	0 ~~100~~	2,100 ~~2,200~~	25,500	14,700	18,700	10,800	72,000 ~~71,900~~	3,200	

NOTE: * INDICATES THAT AN ENVIRONMENTAL ASSESSMENT MAY BE REQUIRED FOR THIS PROJECT

** THE FINAL LAND ACQUISITION COSTS MAY RESULT IN A PROJECT OVEREXPENDITURE

ATTACHMENT 1B

(in constant 1985 $)
Page 1 of 3

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR TORONTO TRANSIT COMMISSION

				ESTIMATED EXPENDITURES (GROSS)								
DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
			THOUSANDS OF DOLLARS									
SUMMARY												
WORKS IN PROGRESS		872,700	732,892	422,500	126,600	143,600	73,700	53,100	30,700	427,700	22,500	
WORKS WITH SOME COMMITMENT		2,157,800	2,200	2,800	16,000	57,600	72,900	161,200	227,100	534,800	1,620,200	
WORKS WITH NO COMMITMENTS MADE		66,100	0	100	2,200	24,000	13,100	15,700	8,600	63,600	2,400	
GROSS EXPENDITURE		3,096,600	735,092	425,400	144,800	225,200	159,700	230,000	266,400	1,026,100	1,645,100	
SUBSIDIES		2,246,295	0	259,542	95,178	165,750	119,750	172,475	199,775	752,928	1,233,825	
GRANTS		98,467	0	77,100	17,200	4,167	0	0	0	21,367	0	
OTHER EXTERNAL FUNDS		1,700	0	1,700	0	0	0	0	0	0	0	
NET CAPITAL EXPENDITURE		750,138	735,092	87,058	32,422	55,283	39,950	57,525	66,625	251,805	411,275	
WORKS IN PROGRESS:-												
1 LAND SETTLEMENT COSTS	1	6,400	6,400	800	5,600	0	0	0	0	5,600	0	
2 SCARBOROUGH RT	1	196,000	196,000	178,300	17,200	500	0	0	0	17,700	0	
3 STATION MODERNIZATION	1	46,100	26,500	19,500	4,800	400	6,100	11,100	3,400	25,800	800	
4 ESCALATOR EXPANSION PROGRAMME	1	8,600	7,300	5,300	400	0	0	0	2,300	2,700	600	
5 INCREASED ACCESSIBILITY FOR THE HANDICAPPED	1	6,500	6,400	2,800	0	0	0	500	500	1,000	2,700	
6 H5 SUBWAY CARS	1	40,300	40,077	39,500	400	300	100	0	0	800	0	

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR TORONTO TRANSIT COMMISSION

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	ESTIMATED EXPENDITURES (GROSS)								O.M.B.APPLIC
				TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	
				THOUSANDS OF DOLLARS								
WORKS IN PROGRESS (cont'd)												
7 125 LIGHT RAIL VEHICLES	1	64,500	66,200	64,300	100	100	0	0	0	200	0	
8 WHEEL-TRANS EQUIPMENT	1	1,100	500	400	300	100	100	100	100	700	0	
9 MAINTENANCE FACILITIES HILLCREST	1	71,500	25,000	16,100	17,200	7,300	17,400	12,800	700	55,400	0	
10 SUBWAY TRACK REPLACEMENT	1	10,700	3,300	3,400	1,700	1,400	1,400	1,400	1,400	7,300	0	
11 SUBWAY + SURFACE ELECTRICAL MODIFICATIONS	1	15,300	6,400	5,000	1,800	2,000	2,200	2,000	2,300	10,300	0	
12 SUBWAY BUILDING IMPROVEMENTS	1	15,700	6,200	5,200	1,600	2,500	3,500	1,700	1,200	10,500	0	
13 SUBWAY EQUIPMENT	1	2,800	6,100	2,200	200	100	100	100	100	600	0	
14 WILSON STATION ALTERATIONS AND BUS LANES	1	5,500	5,715	4,900	600	0	0	0	0	600	0	
15 FARE COLLECTION FACILITIES	1	12,100	1,050	1,000	100	1,900	5,700	3,400	0	11,100	0	
16 TRANSIT ROADS STC	1	4,800	7,800	2,600	2,200	0	0	0	0	2,200	0	
17 PARK HOME STATION	1	24,400	25,000	800	4,400	8,100	7,300	3,800	0	23,600	0	
18 SUBWAY CARS	1	178,300	185,800	29,900	65,400	63,100	19,900	0	0	148,400	0	
19 FUTURE BUS GARAGE	1	29,700	3,300	2,800	500	1,600	5,100	13,800	5,900	26,900	0	
20 LIGHT RAIL VEHICLES FROM M.T.C	1	33,600	0	0	0	0	0	2,400	12,800	15,200	18,400	
21 REPLACE P.C.C. STREET CARS	1	95,700	104,750	34,600	2,100	54,200	4,800	0	0	61,100	0	
22 C.I.S. PHASE VI	1	3,100	3,100	3,100	0	0	0	0	0	0	0	
		872,700	732,892	422,500	126,600	143,600	73,700	53,100	30,700	427,700	22,500	

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR TORONTO TRANSIT COMMISSION

				ESTIMATED EXPENDITURES (GROSS)								
DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				THOUSANDS OF DOLLARS								
WORKS ON WHICH NO PHYSICAL CONSTRUCTION HAS COMMENCED BUT ON WHICH CERTAIN COMMITMENTS HAVE BEEN MADE												
28 *HARBOURFRONT LRT	1	135,100	500	700	10,400	27,600	17,900	31,200	27,100	114,200	20,200	
29 *FUTURE RT	1	2,022,700	1,700	2,100	5,600	30,000	55,000	130,000	200,000	420,600	1,600,000	
		2,157,800	2,200	2,800	16,000	57,600	72,900	161,200	227,100	534,800	1,620,200	
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE:-												
23 C.I.S. - FUTURE	1	33,100	0	100	1,700	8,700	7,700	6,700	5,800	30,600	2,400	
24 ICTS CARS - IMPROVED SERVICE	1	11,000	0	0	0	11,000	0	0	0	11,000	0	
25 TRANSIT CONTROL	1	18,300	0	0	0	1,500	5,000	9,000	2,800	18,300	0	
26 DANFORTH BUS GARAGE	1	2,600	0	0	100	2,500	0	0	0	2,600	0	
27 AUTOMATIC PASSENGER COUNTERS	1	1,100	0	0	400	300	400	0	0	1,100	0	
		66,100	0	100	2,200	24,000	13,100	15,700	8,600	63,600	2,400	

NOTE: * INDICATES THAT AN ENVIRONMENTAL ASSESSMENT MAY BE REQUIRED FOR THIS PROJECT

ATTACHMENT 2
Page 1 of 10

TORONTO TRANSIT COMMISSION

JULIAN PORTER, Q.C.
CHAIRMAN
JEFFERY S. LYONS, Q.C.
VICE-CHAIRMAN

GORDON J. CHONG
C. DENNIS FLYNN
JUNE ROWLANDS
COMMISSIONERS

ALFRED H. SAVAGE
CHIEF GENERAL MANAGER
DAVID C. PHILLIPS
GENERAL SECRETARY

November 2, 1984

Mr. W.J. Lotto
Metropolitan Clerk
The Municipality of
Metropolitan Toronto
2nd Floor, City Hall
TORONTO, Ontario
M5H 2N2

Dear Mr. Lotto:

At its meeting on Tuesday, October 30, the Commission received and considered the attached report entitled, "Five Year Capital Works Programme 1985-1989."

The Commission approved the Five Year Capital Works Programme 1985-1989, along with the associated supporting information.

The foregoing is forwarded for the information of Council and appropriate Officials.

Yours very truly,

1-91-64

(for) General Secretary

Form 901740/May 82

TORONTO TRANSIT COMMISSION

MEETING DATE October 30, 1984
DATE October 24, 1984 REPORT NO. 5
SUBJECT FIVE YEAR CAPITAL WORKS PROGRAMME 1985-1989

RECOMMENDATION

It is recommended that the Commission approve the attached Five Year Capital Works Programme 1985-1989, together with the supporting information, and authorize transmittal of the programme and supporting information to the Municipality of Metropolitan Toronto.

(A.H.S.) (J.P.) (J.H.J.)
(L.G.B.) (A.S.D.) (S.T.L.)

HISTORY

The Commission has three capital budgets. The Capital Works Programme, which is the subject of this report, essentially provides for rapid transit construction and major surface related facilities, as well as acquisition of subway cars, light rail vehicles and ICTS vehicles.

The other two budgets are the T.T.C. Capital Budget, which covers the purchase of buses, rehabilitation of surface track, buildings etc. and the Engineering and Construction Branch Capital Budget which covers the purchase of assets required in the operation of that Branch.

5 Year Capital Works
Programme 1985 - 1989

CAPITAL WORKS PROGRAMME CONTENT

The 1985-1989 Capital Works Programme is summarized on Appendix A1 in 1985 dollars under three major headings as follows:

- Works In Progress covers projects which have been approved by Metro and the Ontario Municipal Board which are underway and total $427.7 million from 1985 to 1989.
- Uncommitted Works cover projects recommended for initiation during the next five years amounting to $63.6 million from 1985 to 1989.
- Major Rail Expansion covers the Harbourfront LRT and one other new major rail expansion project now under study. Expenditures will be in the order of $534.8 million from 1985 to 1989.

Appendix A2 details a recent projection of expenditures on Future RT options. These projections and the allowance for Future RT expenditures in Appendix A1 are subject to amendment following the conclusion of the current rapid transit studies early in 1985.

Appendix A3 provides a description of Capital Works Programme expenditures in 1985.

Appendix B shows the same forecast of capital expenditures for the five years ending 1989 in escalated dollars allowing for inflation in prices of 6% per annum to completion. It should be noted that expenditures peak in 1986 placing a heavy burden on our financing partners in that year. This peak is associated with the purchase of ALRVs, subway cars, and ICTS cars from UTDC and accelerating major rail expenditures.

1984 EXPENDITURES RELATIVE TO BUDGET

For the year 1984, it is presently estimated that total expenditures will be approximately $142.6 million which is equivalent to the approved budget. Appendix C provides a brief explanation of the 1984 variances.

FINANCING

Financing of the Capital Works Programme is expected to be provided by subsidies from the Province of Ontario with the Municipality of Metropolitan Toronto assuming the balance as detailed on the lower portion of Appendix A1 in 1985 dollars and on the lower portion of Appendix B in escalated dollars.

2-111-70 - - - - - - - - -

Appendix A1
Page 1 of 2

TORONTO TRANSIT COMMISSION
FIVE YEAR CAPITAL WORKS PROGRAMME 1985 - 1989
IN 1985 DOLLARS
(Millions of Dollars)

PROJECT NO.	DESCRIPTION	To Dec.31 1983	Probable 1984	1985	1986	1987	1988	1989	1985 TO 1989	POST 1989	TOTAL
1	LAND SETTLEMENT COSTS (Note 3)		0.8	5.6					5.6		6.4
2	SCARBOROUGH RT * (Note 2)	115.0	63.3	17.2	0.5				17.7		196.0
3	STATION MODERNIZATION	16.9	2.6	4.8	0.4	6.1	11.1	3.4	25.8	0.8	46.1
4	ESCALATOR EXPANSION PROGRAMME	4.9	0.4	0.4				2.3	2.7	0.6	8.6
5	INCREASED ACCESS FOR HANDICAPPED (Note 4)	2.8					0.5	0.5	1.0	2.7	6.5
6	H5 SUBWAY CARS	39.5	(1.7)	0.4	0.3	0.1			0.8		38.6
7	125 LIGHT RAIL VEHICLES (Note 5)	64.2	0.1	0.1	0.1				0.2		64.5
8	WHEEL-TRANS EQUIPMENT ** (Note 2)	0.2	0.2	0.3	0.1	0.1	0.1	0.1	0.7		1.1
9	HILLCREST CONSOLIDATION	6.1	10.0	17.2	7.3	17.4	12.8	0.7	55.4		71.5
10	SUBWAY TRACK REPLACEMENT	1.6	1.8	1.7	1.4	1.4	1.4	1.4	7.3		10.7
11	SUBWAY ELECTRICAL MODIFICATIONS	2.6	2.4	1.8	2.0	2.2	2.0	2.3	10.3		15.3
12	SUBWAY BUILDING IMPROVEMENTS	3.3	1.9	1.6	2.5	3.5	1.7	1.2	10.5		15.7
13	SUBWAY EQUIPMENT REPLACEMENTS	1.4	0.8	0.2	0.1	0.1	0.1	0.1	0.6		2.8
14	WILSON STATION AND BUS LANES	4.0	0.9	0.6					0.6		5.5
15	FARE COLLECTION SYSTEM	0.7	0.3	0.1	1.9	5.7	3.4		11.1		12.1
16	TRANSIT ROADS STC	0.6	2.0	2.2					2.2		4.8
17	PARK HOME STATION	0.2	0.6	4.4	8.1	7.3	3.8		23.6		24.4
18	H6 SUBWAY CARS (Note 6)	14.3	15.6	65.4	63.1	19.9			148.4		178.3
19	FUTURE BUS GARAGE		2.8	0.5	1.6	5.1	13.8	5.9	26.9		29.7
20	CLRVs FROM MTC (Note 5)						2.4	12.8	15.2	18.4	33.6
21	52 ALRVs (Note 5)		34.6	2.1	54.2	4.8			61.1		95.7
22	CIS PHASE VI	2.8	0.3								3.1
	TOTAL WORKS IN PROGRESS	281.1	139.7	126.6	143.6	73.7	53.1	30.7	427.7	22.5	871.0
23	CIS FUTURE		0.1	1.7	8.7	7.7	6.7	5.8	30.6	2.4	33.1
24	ICTS CARS-IMPROVED SERVICE (Note 2)				11.0				11.0		11.0
25	TRANSIT CONTROL				1.5	5.0	9.0	2.8	18.3		18.3
26	DANFORTH GARAGE			0.1	2.5				2.6		2.6
27	AUTOMATIC PASSENGER COUNTERS			0.4	0.3	0.4			1.1		1.1
	TOTAL UNCOMMITTED WORKS		0.1	2.2	24.0	13.1	15.7	8.6	63.6	2.4	66.1
28	HARBOURFRONT-SPADINA-CNE LRT		0.7	10.4	27.6	17.9	31.2	27.1	114.2	20.2	135.1
29	FUTURE RT		2.1	5.6	30.0	55.0	130.0	200.0	420.6	1,600.0	2,022.7
	TOTAL MAJOR RAIL		2.8	16.0	57.6	72.9	161.2	227.1	534.8	1,620.2	2,157.8
	TOTAL CAPITAL WORKS	281.1	142.6	144.8	225.2	159.7	230.0	266.4	1,026.1	1,645.1	3,094.9
	TTC CAPITAL BUDGET	0.8	8.7	37.0	25.7	28.3	32.4	37.4	160.8	17.7	188.0
	E&C (Computer Aided Design)		0.3	1.1	0.5				1.6		1.9
	TOTAL CAPITAL	281.9	151.6	182.9	251.4	188.0	262.4	303.8	1,188.5	1,662.8	3,284.8
	FUNDING:										
	PROVINCIAL: Capital Budget		5.6	26.2	17.6	20.2	23.5	27.3	114.8		
	E&C Computer Aided Design		0.2	0.8	0.4				1.2		
	Scarborough RT		63.3	17.2	0.5				17.7		
	Vehicles		36.5	51.0	97.5	18.6	1.8	9.6	178.5		
	Other CWP excluding Major Rail		20.9	32.7	28.8	46.5	49.8	19.9	177.7		
	Sub-Total excluding Major Rail		126.5	127.9	144.8	85.3	75.1	56.8	489.9		
	Major Rail (Future RT @ 75%) ***		2.3	12.0	43.2	54.7	120.9	170.3	401.1		
	TOTAL PROVINCIAL SUBSIDY		128.8	139.9	188.0	140.0	196.0	227.1	891.0		
	METRO		19.6	32.2	55.3	40.0	57.5	66.5	251.5		
	BOROUGHS		0.1	0.1	0.1	0.1	0.1	0.1	0.5		
	TTC		3.1	10.7	8.0	7.9	8.8	10.1	45.5		
	TOTAL FUNDING		151.6	182.9	251.4	188.0	262.4	303.8	1,188.5		

* The final land acquisition costs may result in a project overexpenditure.

** Projected Wheel-Trans equipment expenditures do not allow for vehicle purchases which might be funded from BILD.

*** While rapid transit priorities have yet to be determined, it should be noted that Metro expects a 90% Provincial subsidy for the Waterfront and East Radial lines.

TTC Finance Branch
October 25, 1984
CWPCON

CALCULATIONS
E.B.

Note 1: The attached Capital Works Programme for Rapid Transit, Light Rail Vehicles, and new Capital Assets for T.T.C. includes estimates of expenditures made as follows:

(a) Contract amounts have been used for work which contracts have been awarded at fixed prices.

(b) All projects include provision for inflation in subsequent years at 6% per annum.

Note 2: It has been assumed that the Municipality of Metropolitan Toronto will be responsible for the full cost of the projects shown in this forecast, and will receive a 75% subsidy from the Province of Ontario, with the following exceptions:

(a) Project 2: RT to Scarborough Town Centre - The cost up to $103 million will be split between Metro ($25.3 million) and the Province ($77.7 million) on the original basis and the balance will receive 100% funding from the Province;

(b) Project 8: Wheel-Trans Equipment, is to be financed 50% by the Province of Ontario and 50% by Metro.

(c) Project 24: ICTS Cars - Improved Service - The Province has agreed to finance 2 of the 6 cars at 100% and 4 at 75%. Metro will provide the remaining 25% on the last 4 cars.

Note 3: Unsettled land costs projected as follows:

	1984	1985
Kennedy-Kipling	$327,000	$1,462,000
Earlier Bloor-Danforth	377,000	433,000
Yonge (to Sheppard)	66,000	123,000
Yonge (to Finch)	19,000	20,000
Spadina	43,000	3,500,000
Others	-	22,000
	$832,000	$5,560,000

Note 4: Project 5: Increased Access for Handicapped - Proposed projects include such items as an automatic door at each subway station; additional handrails, abrasive strips on subway platforms and stairs, and benches on subway platforms and stair landings; additional stanchions on older subway cars, improved communications on subway trains; and hand rails on buses as contained in the TACIA report to the Commission on January 13, 1981.

Note 5: The following purchases are required to replace existing PCC streetcars nearing the end of their useful lives:

Project 7:	CLRV's manufactured	125
Project 20:	CLRV's purchased by M.T.C. as a demonstration project, to be acquired at cost by T.T.C. 5 years after delivery of the first car	71
Project 21:	Purchase of ALRV's approved by Metro Council February 28, 1984	52

Note 6: Project 18: H6 Subway Cars - Of the 126 Cars to be purchased 100 are required to replace the "G" cars which have been in service since 1954 and 26 are required for additional service.

TORONTO TRANSIT COMMISSION
FIVE YEAR CAPITAL WORKS PROGRAMME 1985 - 1989
IN 1985 DOLLARS
(Millions of Dollars)

Future Rapid Transit Options

Several major extensions of the present rapid transit system are now under study. While the priority of each option has yet to be determined, the funding below assumes independent construction of the options. The allowance for rapid transit shown in Appendix A1 is an "order of magnitude" projection of expenditures for one rapid transit line. The projections below and the allowance for rapid transit expenditures in Appendix A1 is subject to ammendment following the conclusion of the current studies.

PROJECT NO.	DESCRIPTION	To Dec.31 1983	Probable 1984	1985	1986	1987	1988	1989	TO 1989	POST 1989	TOTAL
29	FUTURE RT:										
	WATERFRONT AND EAST RADIAL										
	CNE to UNION	-	0.5	5.1	10.4	18.3	44.3	61.1	139.2	101.2	240.9
	UNION to BLOOR	-	0.8	10.3	16.7	36.6	88.8	126.5	278.8	201.8	481.5
	TOTAL	-	1.3	15.4	27.1	54.9	133.1	187.6	418.0	303.0	722.4
	CROSS-TOWN										
	YONGE to TOWN CENTRE	-	0.6	12.0	25.5	40.7	124.9	199.7	402.4	344.1	747.5
	DUFFERIN to YONGE	-			1.3	3.3	4.3	22.7	31.6	267.2	298.8
	WILSON to SHEPPARD	-				0.5	1.6	3.9	6.0	84.1	90.1
	RENFORTH to SPADINA (Eglinton RT)	-	0.2	0.2				6.9	7.0	876.8	884.1
	TOTAL	-	0.8	12.2	26.8	44.5	130.8	233.2	447.0	1572.2	2020.5

T.T.C. Finance Branch
October 24, 1984
CWP85RT

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TORONTO TRANSIT COMMISSION
FIVE YEAR CAPITAL WORKS PROGRAMME 1985 - 1989
(Millions of Dollars)

EXPLANATION OF 1985 EXPENDITURES

PROJECT NO.	DESCRIPTION	1985	
1	LAND SETTLEMENT COSTS	5.6	Settlement of property costs.
2	SCARBOROUGH RT	17.2	Project completion. Claims.
3	STATION MODERNIZATION	4.8	Eglinton Phase I, Donlands etc.
4	ESCALATOR EXPANSION PROGRAMME	0.4	Finch/GO escalators.
5	INCREASED ACCESS FOR HANDICAPPED		
6	H5 SUBWAY CARS	0.4	Retrofit due to corrosion.
7	125 LIGHT RAIL VEHICLES	0.1	Manufacture and install front skirts.
8	WHEEL-TRANS EQUIPMENT *	0.3	Communication equipment.
9	HILLCREST CONSOLIDATION	17.2	Phase 1 continued, coin counting, etc.
10	SUBWAY TRACK REPLACEMENT	1.7	Replace worn track.
11	SUBWAY ELECTRICAL MODIFICATIONS	1.8	Updating various electrical equipment.
12	SUBWAY BUILDING IMPROVEMENTS	1.6	Rehabilitation of structures.
13	SUBWAY EQUIPMENT REPLACEMENTS	0.2	Collectors booth equipment.
14	WILSON STATION AND BUS LANES	0.6	Bus looping facilities.
15	FARE COLLECTION SYSTEM	0.1	MET equipment test.
16	TRANSIT ROADS STC	2.2	Project completion.
17	PARK HOME STATION	4.4	Engineering and preliminary construction
18	H6 SUBWAY CARS	65.4	Four progress payments.
19	FUTURE BUS GARAGE	0.5	Servicing of land.
20	CLRVs FROM MTC		
21	52 ALRVs	2.1	Partial progress payment.
22	CIS PHASE VI		
	TOTAL WORKS IN PROGRESS	126.6	
23	CIS FUTURE	1.7	Install CIS at Malvern, Birchmount and Queensway.
24	ICTS CARS-IMPROVED SERVICE		
25	TRANSIT CONTROL		
26	DANFORTH GARAGE	0.1	Engineering for extension.
27	AUTOMATIC PASSENGER COUNTERS	0.4	Equip Wilson and two other divisions with foot activated passenger counters.
	TOTAL UNCOMMITTED WORKS	2.2	
28	HARBOURFRONT-SPADINA-CNE LRT	10.4	Engineering and construction.
29	FUTURE RT	5.6	Engineering.
	TOTAL MAJOR RAIL	16.0	
	TOTAL CAPITAL WORKS	144.8	
	TTC CAPITAL BUDGET	37.0	
	E&C (Computer Aided Design)	1.1	Purchase of additional CAD equipment.
	TOTAL CAPITAL	182.9	

TTC Finance Branch
October 25, 1984
CWP85EXP

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TORONTO TRANSIT COMMISSION

FIVE YEAR CAPITAL WORKS PROGRAMME 1985 - 1989

IN ESCALATED DOLLARS (Note 1)
(Millions of Dollars)

PROJECT NO.	DESCRIPTION	To Dec.31 1983	Probable 1984	1985	1986	1987	1988	1989	1985 TO 1989	POST 1989	TOTAL
1	LAND SETTLEMENT COSTS (Note 3)		0.8	5.6					5.6		6.4
2	SCARBOROUGH RT * (Note 2)	115.0	63.3	17.2	0.5				17.7		196.0
3	STATION MODERNIZATION	16.9	2.6	4.8	0.4	6.9	13.2	4.3	29.6	1.1	50.2
4	ESCALATOR EXPANSION PROGRAMME	4.9	0.4	0.4				2.9	3.3	0.8	9.4
5	INCREASED ACCESS FOR HANDICAPPED (Note 4)	2.8					0.6	0.6	1.2	3.1	7.1
6	H5 SUBWAY CARS	39.5	(1.7)	0.4	0.3	0.1			0.8		38.6
7	125 LIGHT RAIL VEHICLES (Note 5)	64.2	0.1	0.1	0.1				0.2		64.5
8	WHEEL-TRANS EQUIPMENT ** (Note 2)	0.2	0.2	0.3	0.1	0.1	0.1	0.1	0.7		1.1
9	HILLCREST CONSOLIDATION	6.1	10.0	17.2	7.7	19.5	15.2	0.9	60.5		76.6
10	SUBWAY TRACK REPLACEMENT	1.6	1.8	1.7	1.5	1.6	1.7	1.8	8.3		11.7
11	SUBWAY ELECTRICAL MODIFICATIONS	2.6	2.4	1.8	2.1	2.5	2.4	2.9	11.7		16.7
12	SUBWAY BUILDING IMPROVEMENTS	3.3	1.9	1.6	2.7	3.9	2.0	1.5	11.7		16.9
13	SUBWAY EQUIPMENT REPLACEMENTS	1.4	0.8	0.2	0.1	0.1	0.1	0.1	0.6		2.8
14	WILSON STATION AND BUS LANES	4.0	0.9	0.6					0.6		5.5
15	FARE COLLECTION SYSTEM	0.7	0.3	0.1	2.0	6.4	4.0		12.5		13.5
16	TRANSIT ROADS STC	0.6	2.0	2.2					2.2		4.8
17	PARK HOME STATION	0.2	0.6	4.4	8.6	8.2	4.5		25.7		26.5
18	H6 SUBWAY CARS (Note 6)	14.3	15.6	65.4	67.4	23.1			155.9		185.8
19	FUTURE BUS GARAGE		2.8	0.5	1.7	5.7	16.4	7.4	31.7		34.5
20	CLRVs FROM MTC (Note 5)						2.4	12.8	15.2	18.4	33.6
21	52 ALRVs (Note 5)		34.6	2.1	61.0	6.4			69.5		104.1
22	CIS PHASE VI	2.8	0.3								3.1
	TOTAL WORKS IN PROGRESS	281.1	139.7	126.6	156.2	84.5	62.6	35.3	465.2	23.4	909.4
23	CIS FUTURE		0.1	1.7	9.2	8.7	8.0	7.3	34.9	3.2	38.2
24	ICTS CARS-IMPROVED SERVICE (Note 2)				11.7				11.7		11.7
25	TRANSIT CONTROL				1.6	5.6	10.7	3.5	21.4		21.4
26	DANFORTH GARAGE			0.1	2.7				2.8		2.8
27	AUTOMATIC PASSENGER COUNTERS			0.4	0.3	0.4			1.1		1.1
	TOTAL UNCOMMITTED WORKS		0.1	2.2	25.5	14.7	18.7	10.8	71.9	3.2	75.2
28	HARBOURFRONT-SPADINA-CNE LRT		0.7	10.4	29.3	20.1	37.2	34.2	131.2	27.0	158.9
29	FUTURE RT		2.1	5.6	31.8	61.8	154.8	252.5	506.5	2,141.2	2,649.8
	TOTAL MAJOR RAIL		2.8	16.0	61.1	81.9	192.0	286.7	637.7	2,168.2	2,808.7
	TOTAL CAPITAL WORKS	281.1	142.6	144.8	242.8	181.1	273.3	332.8	1,174.8	2,194.8	3,793.3
	TTC CAPITAL BUDGET	0.8	8.7	37.0	27.2	31.8	38.5	47.3	181.8	24.3	215.6
	E&C (Computer Aided Design)		0.3	1.1	0.5				1.6		1.9
	TOTAL CAPITAL	281.9	151.6	182.9	270.5	212.9	311.8	380.1	1,358.2	2,219.1	4,010.8
	FUNDING:										
	PROVINCIAL: Capital Budget		5.6	26.2	18.7	22.7	28.0	34.5	130.1		
	E&C Computer Aided Design		0.2	0.8	0.4				1.2		
	Scarborough RT		63.3	17.2	0.5				17.7		
	Vehicles		36.5	51.0	106.5	22.2	1.8	9.6	191.1		
	Other CWP excluding Major Rail		20.9	32.7	30.5	52.2	59.1	24.9	199.4		
	Sub-Total excluding Major Rail		126.5	127.9	156.6	97.1	88.9	69.0	539.5		
	Major Rail (Future RT @ 75%) ***		2.3	12.0	45.8	61.5	144.0	215.0	478.3		
	TOTAL PROVINCIAL SUBSIDY		128.8	139.9	202.4	158.6	232.9	284.0	1,017.8		
	METRO		19.6	32.2	59.5	45.3	68.3	83.2	288.5		
	BOROUGHS		0.1	0.1	0.1	0.1	0.1	0.1	0.5		
	TTC		3.1	10.7	8.5	8.9	10.5	12.8	51.4		
	TOTAL FUNDING		151.6	182.9	270.5	212.9	311.8	380.1	1,358.2		

* The final land acquisition costs may result in a project overexpenditure.

** Projected Wheel-Trans equipment expenditures do not allow for vehicle purchases which might be funded from BILD.

*** While rapid transit priorities have yet to be determined, it should be noted that Metro expects a 90% Provincial subsidy for the Waterfront and East Radial lines.

TTC Finance Branch
October 25, 1984
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TORONTO TRANSIT COMMISSION
FIVE YEAR CAPITAL WORKS PROGRAMME 1985 - 1989
IN 1985 DOLLARS
(Millions of Dollars)

Appendix C

PROJECT NO.	DESCRIPTION	Probable 1984	Budget 1984	Variance	Comment
1	LAND SETTLEMENT COSTS	0.8	0.7	0.1	
2	SCARBOROUGH RT	63.3	71.9	(8.6)	Reduced structural expenditures due to later opening, late delivery and acceptance of ICTS cars, offset by higher engineering costs and early property setlements.
3	STATION MODERNIZATION	2.6	5.0	(2.4)	Lower costs due to competitive bidding and progress delays.
4	ESCALATOR EXPANSION PROGRAMME	0.4	2.0	(1.6)	Lower cost than estimated.
5	INCREASED ACCESS FOR HANDICAPPED		-	-	
6	H5 SUBWAY CARS	(1.7)	0.1	(1.8)	Early receipt of duty remission.
7	125 LIGHT RAIL VEHICLES	0.1	0.4	(0.3)	
8	WHEEL-TRANS EQUIPMENT	0.2	0.3	(0.1)	
9	HILLCREST CONSOLIDATION	10.0	10.9	(0.9)	Slippage in design engineering.
10	SUBWAY TRACK REPLACEMENT	1.8	1.7	0.1	
11	SUBWAY ELECTRICAL MODIFICATIONS	2.4	2.3	0.1	
12	SUBWAY BUILDING IMPROVEMENTS	1.9	1.5	0.4	
13	SUBWAY EQUIPMENT REPLACEMENTS	0.8	0.7	0.1	
14	WILSON STATION AND BUS LANES	0.9	0.5	0.4	
15	FARE COLLECTION SYSTEM	0.3	0.3	-	
16	TRANSIT ROADS STC	2.0	3.9	(1.9)	Delay due to property neogitiations.
17	PARK HOME STATION	0.6	0.5	0.1	
18	H6 SUBWAY CARS	15.6	15.4	0.2	
19	FUTURE BUS GARAGE	2.8	3.0	(0.2)	Late purchase will delay servicing.
20	CLRVs FROM MTC		-	-	
21	52 ALRVs	34.6	15.9	18.7	Early payment to UTDC to offset budget shortfall.
22	CIS PHASE VI	0.3	-	0.3	
23	CIS FUTURE	0.1	1.0	(0.9)	Continuing work on Phase VI has delayed system-wide implementation.
24	ICTS CARS-IMPROVED SERVICE		-	-	
25	TRANSIT CONTROL		-	-	
26	DANFORTH GARAGE		-	-	
27	AUTOMATIC PASSENGER COUNTERS		-	-	
28	HARBOURFRONT-SPADINA-CNE LRT	0.7	2.0	(1.3)	Decisions and project approval not proceeding as anticipated.
29	FUTURE RT				
	WATERFRONT	1.3	1.6	(0.3)	Slower progress than anticipated.
	CROSSTOWN	0.6	0.6	-	
	EGLINTON RT	0.2	0.4	(0.2)	Slower progress than anticipated.
	TOTAL CAPITAL WORKS	142.6	142.6	-	

Finance Branch
October 25, 1984
CWP84VAR

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Attachment 3
Page 1 of 11

TORONTO TRANSIT COMMISSION
1900 YONGE STREET, TORONTO, CANADA M4S 1Z2
TELEPHONE (416) 481-4252, TELEX 06524670

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JURI PILL
GENERAL MANAGER – PLANNING

December 12, 1984

Mr. A.J. DeGagné
Commissioner of Management Services
Municipality of Metropolitan Toronto
Department of Management Services
27th Floor
The Simpson Tower
401 Bay Street
TORONTO, Ontario
M4H 2Y4

Dear Mr. DeGagné:

Please find enclosed a copy of the Revised TTC Capital Works Programme 1985-1989 for your review prior to our meeting next Monday. The revised Programme was approved by the Commission yesterday morning.

I have also enclosed a one page summary of the changes in the Programme by project by year relative to the Programme approved in October.

We will prepare a document to supplement the report of the Metro Budget Analyst dealing more fully with these changes on a project by project basis. I expect that these changes will be incorporated into the Metro document before the Budget Sub-Committee review in January.

Sincerely,

J. Herbert Jobb
General Manager - Finance
(Treasurer and Comptroller)

2-108-70
Enclosure

TORONTO TRANSIT COMMISSION
FIVE YEAR CAPITAL WORKS PROGRAMME 1985 - 1989
IN 1985 DOLLARS
(Millions of Dollars)

SUMMARY OF CHANGES

PROJECT NO.	DESCRIPTION	Probable 1984	1985	1986	1987	1988	1989	1985 TO 1989	POST 1989	TOTAL
1	LAND SETTLEMENT COSTS (Note 3)	(0.4)	(2.8)					(2.8)		(3.2)
2	SCARBOROUGH RT * (Note 2)	(5.5)	5.5					5.5		
3	STATION MODERNIZATION									
4	ESCALATOR EXPANSION PROGRAMME									
5	INCREASED ACCESS FOR HANDICAPPED (Note 4)									
6	H5 SUBWAY CARS									
7	125 LIGHT RAIL VEHICLES (Note 5)									
8	WHEEL-TRANS EQUIPMENT ** (Note 2)		2.8	1.4	1.1	1.0	1.0	7.3	1.0	8.3
9	HILLCREST CONSOLIDATION	(0.9)	0.9					0.9		
10	SUBWAY TRACK REPLACEMENT	(0.2)								(0.2)
11	SUBWAY ELECTRICAL MODIFICATIONS	(0.3)								(0.3)
12	SUBWAY BUILDING IMPROVEMENTS	(0.3)								(0.3)
13	SUBWAY EQUIPMENT REPLACEMENTS	(0.1)	0.3		0.8			1.1		1.0
14	WILSON STATION AND BUS LANES	(0.1)	0.1					0.1		
15	FARE COLLECTION SYSTEM									
16	TRANSIT ROADS STC	1.0	(1.0)					(1.0)		
17	NORTH YORK CENTRE STATION	0.2	(0.2)					(0.2)		
18	H6 SUBWAY CARS (Note 6)									
19	ARROW ROAD GARAGE	(0.7)	(0.4)		0.6	0.5		0.7		
20	CLRVs FROM MTC (Note 5)									
21	52 ALRVs (Note 5)	(19.1)	19.1					19.1		
22	CIS PHASE VI									
	TOTAL WORKS IN PROGRESS	(26.4)	24.3	1.4	2.5	1.5	1.0	30.7	1.0	5.3
23	CIS FUTURE	(0.1)	0.1					0.1		
24	ICTS CARS-IMPROVED SERVICE (Note 2)									
25	TRANSIT CONTROL									
26	DANFORTH GARAGE									
27	AUTOMATIC PASSENGER COUNTERS									
	TOTAL UNCOMMITTED WORKS	(0.1)	0.1					0.1		
28	HARBOURFRONT-SPADINA-CNE LRT	(0.2)	1.6	8.4	3.1	0.4		13.5		13.3
29	FUTURE RT	(0.4)	0.4					0.4		
	TOTAL MAJOR RAIL	(0.6)	2.0	8.4	3.1	0.4		13.9		13.3
	TOTAL CAPITAL WORKS	(27.1)	26.4	9.8	5.6	1.9	1.0	44.7	1.0	18.6
	TTC CAPITAL BUDGET.									
	E&C (Computer Aided Design)									
	TOTAL CAPITAL	(27.1)	26.4	9.8	5.6	1.9	1.0	44.7	1.0	18.6

FUNDING:

	Probable 1984	1985	1986	1987	1988	1989	1985 TO 1989
PROVINCIAL: Capital Budget							
E&C Computer Aided Design							
Scarborough RT	(5.5)	5.5					5.5
Vehicles	(14.3)	15.7	0.7	0.6	0.5	0.5	18.0
Other CWP excluding Major Rail	(1.4)	(2.3)		1.1	0.4		(0.8)
Sub-Total excluding Major Rail	(21.2)	18.9	0.7	1.7	0.9	0.5	22.7
Major Rail (Future RT @ 75%) ***	(0.5)	1.5	6.3	2.3	0.3		10.4
TOTAL PROVINCIAL SUBSIDY	(21.7)	20.4	7.0	4.0	1.2	0.5	33.1
METRO	(5.4)	6.0	2.8	1.6	0.7	0.5	11.6
BOROUGHS							
TTC							
TOTAL FUNDING	(27.1)	26.4	9.8	5.6	1.9	1.0	44.7

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December 4, 1985
Finance Branch

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Attachment 3
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TORONTO TRANSIT COMMISSION

MEETING DATE

DATE December 5, 1984 REPORT NO. 17

SUBJECT REVISED FIVE YEAR CAPITAL WORKS PROGRAMME 1985-1989

RECOMMENDATION

It is recommended that the Commission approve the attached revised Five Year Capital Works Programme 1985-1989, together with the supporting information, and authorize transmittal of the programme and supporting information to the Municipality of Metropolitan Toronto.

HISTORY

At its meeting of October 30, 1984, the Commisssion approved the proposed Five Year Capital Works Programme 1985-1989 prepared by Staff and authorized transmittal of the Programme and supporting information to the Municipality of Metropolitan Toronto.

Since that time it has been determined that an anticipated 1984 payment of $18.7 million for ALRVs will not take place until 1985. Expenditures to the end of October 1984 have been finalized and Staff have taken a close look at probable expenditures in the remaining two months.

DISCUSSION

As a result of this review and the later payment for ALRVs, probable actual 1984 expenditures have been reduced by $27.1 million to $115.5 million. Most of this reduction in 1984 expenditures will now fall in 1985. Two other changes also impact on the 1985 Budget. A transfer of $3.2 million in Spadina Land from Metro Roads and Traffic to the TTC which was previously budgetted will not take place. However, this reduction is offset by the purchase of Wheel-Trans vehicles for $2.8 million. The net effect of the 1984 shortfall and these two changes is an increase of $26.4 million to the 1985 Capital Works Programme bringing it to $171.2 million.

DISCUSSION - con't

Changes have also been made to 1986 and future years to reflect the purchase of additional Wheel-Trans vehicles and the revised estimate of $70.2 million for the Harbourfront Line approved by the Commission at its meeting of November 13, 1984. The Programme has been revised to reflect the foregoing changes and is now resubmitted for approval.

CAPITAL WORKS PROGRAMME CONTENT

The 1985-1989 Capital Works Programme is summarized on Appendix A1 in 1985 dollars under three major headings as follows:

- Works In Progress covers projects which have been approved by Metro and the Ontario Municipal Board which are underway and total $458.4 million from 1985 to 1989.
- Uncommitted Works cover projects recommended for initiation during the next five years amounting to $63.7 million from 1985 to 1989.
- Major Rail Expansion covers the Harbourfront LRT and one other new major rail expansion project now under study. Expenditures will be in the order of $548.7 million from 1985 to 1989.

Appendix A2 details a recent projection of expenditures on Future RT options. These projections and the allowance for Future RT expenditures in Appendix A1 are subject to amendment following the conclusion of the current rapid transit studies early in 1985.

Appendix A3 provides a description of Capital Works Programme expenditures in 1985.

Appendix B shows the same forecast of capital expenditures for the five years ending 1989 in escalated dollars allowing for inflation in prices of 6% per annum to completion. It should be noted that expenditures peak in 1986 placing a heavy burden on our financing partners in that year. This peak is associated with the purchase of ALRVs, subway cars, and ICTS cars from UTDC and accelerating major rail expenditures.

5 Year Capital Works
Programme 1985 - 1989

1984 EXPENDITURES RELATIVE TO BUDGET

As noted above, 1984 expenditures will be approximately $115.5 million which is $27.1 million under the approved budget. Appendix C provides a brief explanation of the 1984 variances.

FINANCING

Financing of the Capital Works Programme is expected to be provided by subsidies from the Province of Ontario with the Municipality of Metropolitan Toronto assuming the balance as detailed on the lower portion of Appendix A1 in 1985 dollars and on the lower portion of Appendix B in escalated dollars.

2-112-70 - - - - - - - - -

Notes:

1 The attached Capital Works Programme for Rapid Transit, Light Rail Vehicles, and new Capital Assets for T.T.C. includes estimates of expenditures made as follows:

(a) Contract amounts have been used for work which contracts have been awarded at fixed prices.
(b) All projects include provision for inflation in subsequent years at 6% per annum.

2 It has been assumed that the Municipality of Metropolitan Toronto will be responsible for the full cost of the projects shown in this forecast, and will receive a 75% subsidy from the Province of Ontario, with the following exceptions:

(a) Project 2: RT to Scarborough Town Centre - The cost up to $103 million will be split between Metro ($25.3 million) and the Province ($77.7 million) on the original basis and the balance will receive 100% funding from the Province;
(b) Project 8: Wheel-Trans Equipment, is to be financed 50% by the Province of Ontario and 50% by Metro.
(c) Project 24: ICTS Cars - Improved Service - The Province has agreed to finance 2 of the 6 cars at 100% and 4 at 75%. Metro will provide the remaining 25% on the last 4 cars.

3 Unsettled land costs projected as follows:

	1984	1985
Kennedy-Kipling	$250,000	$1,539,000
Earlier Bloor-Danforth	51,000	759,000
Yonge (to Sheppard)	10,000	179,000
Yonge (to Finch)	19,000	20,000
Spadina	43,000	300,000
Others	8,000	22,000
	$381,000	$2,819,000

4 Project 5: Increased Access for Handicapped - Proposed projects include such items as an automatic door at each subway station; additional handrails, abrasive strips on subway platforms and stairs, and benches on subway platforms and stair landings; additional stanchions on older subway cars, improved communications on subway trains; and hand rails on buses as contained in the TACIA report to the Commission on January 13, 1981.

5 The following purchases are required to replace existing PCC streetcars nearing the end of their useful lives:

Project 7:	CLRV's manufactured	125
Project 20:	CLRV's purchased by M.T.C. as a demonstration project, to be acquired at cost by T.T.C. 5 years after delivery of the first car	71
Project 21:	Purchase of ALRV's approved by Metro Council February 28, 1984	52

6 Project 18: H6 Subway Cars - Of the 126 Cars to be purchased 100 are required to replace the "G" cars which have been in service since 1954 and 26 are required for additional service.

Attachment 3

TORONTO TRANSIT COMMISSION
FIVE YEAR CAPITAL WORKS PROGRAMME 1985 - 1989
IN 1985 DOLLARS
(Millions of Dollars)

PROJECT NO.	DESCRIPTION	To Dec.31 1983	Probable 1984	1985	1986	1987	1988	1989	1985 TO 1989	POST 1989	TOTAL
1	LAND SETTLEMENT COSTS (Note 3)		0.4	2.8					2.8		3.2
2	SCARBOROUGH RT * (Note 2)	115.0	57.8	22.7	0.5				23.2		196.0
3	STATION MODERNIZATION	16.9	2.6	4.8	0.4	6.1	11.1	3.4	25.8	0.8	46.1
4	ESCALATOR EXPANSION PROGRAMME	4.9	0.4	0.4				2.3	2.7	0.6	8.6
5	INCREASED ACCESS FOR HANDICAPPED (Note 4)	2.8					0.5	0.5	1.0	2.7	6.5
6	H5 SUBWAY CARS	39.5	(1.7)	0.4	0.3	0.1			0.8		38.6
7	125 LIGHT RAIL VEHICLES (Note 5)	64.2	0.1	0.1	0.1				0.2		64.5
8	WHEEL-TRANS EQUIPMENT (Note 2)	0.2	0.2	3.1	1.5	1.2	1.1	1.1	8.0	1.0	9.4
9	HILLCREST CONSOLIDATION	6.1	9.1	18.1	7.3	17.4	12.8	0.7	56.3		71.5
10	SUBWAY TRACK REPLACEMENT	1.6	1.6	1.7	1.4	1.4	1.4	1.4	7.3		10.5
11	SUBWAY ELECTRICAL MODIFICATIONS	2.6	2.1	1.8	2.0	2.2	2.0	2.3	10.3		15.0
12	SUBWAY BUILDING IMPROVEMENTS	3.3	1.6	1.6	2.5	3.5	1.7	1.2	10.5		15.4
13	SUBWAY EQUIPMENT REPLACEMENTS	1.4	0.7	0.5	0.1	0.9	0.1	0.1	1.7		3.8
14	WILSON STATION AND BUS LANES	4.0	0.8	0.7					0.7		5.5
15	FARE COLLECTION SYSTEM	0.7	0.3	0.1	1.9	5.7	3.4		11.1		12.1
16	TRANSIT ROADS STC	0.6	3.0	1.2					1.2		4.8
17	NORTH YORK CENTRE STATION	0.2	0.8	4.2	8.1	7.3	3.8		23.4		24.4
18	H6 SUBWAY CARS (Note 6)	14.3	15.6	65.4	63.1	19.9			148.4		178.3
19	ARROW ROAD GARAGE		2.1	0.1	1.6	5.7	14.3	5.9	27.6		29.7
20	CLRVs FROM MTC (Note 5)						2.4	12.8	15.2	18.4	33.6
21	52 ALRVs (Note 5)		15.5	21.2	54.2	4.8			80.2		95.7
22	CIS PHASE VI	2.8	0.3								3.1
	TOTAL WORKS IN PROGRESS	281.1	113.3	150.9	145.0	76.2	54.6	31.7	458.4	23.5	876.3
23	CIS FUTURE			1.8	8.7	7.7	6.7	5.8	30.7	2.4	33.1
24	ICTS CARS-IMPROVED SERVICE (Note 2)				11.0				11.0		11.0
25	TRANSIT CONTROL				1.5	5.0	9.0	2.8	18.3		18.3
26	DANFORTH GARAGE			0.1	2.5				2.6		2.6
27	AUTOMATIC PASSENGER COUNTERS			0.4	0.3	0.4			1.1		1.1
	TOTAL UNCOMMITTED WORKS			2.3	24.0	13.1	15.7	8.6	63.7	2.4	66.1
28	HARBOURFRONT-SPADINA-CNE LRT		0.5	12.0	36.0	21.0	31.6	27.1	127.7	20.2	148.4
29	FUTURE RT		1.7	6.0	30.0	55.0	130.0	200.0	421.0	1,600.0	2,022.7
	TOTAL MAJOR RAIL		2.2	18.0	66.0	76.0	161.6	227.1	548.7	1,620.2	2,171.1
	TOTAL CAPITAL WORKS	281.1	115.5	171.2	235.0	165.3	231.9	267.4	1,070.8	1,646.1	3,113.5
	TTC CAPITAL BUDGET	0.8	7.7	37.0	25.7	28.3	32.4	37.4	160.8	17.7	187.0
	E&C (Computer Aided Design)		0.3	1.1	0.5				1.6		1.9
	TOTAL CAPITAL	281.9	123.5	209.3	261.2	193.6	264.3	304.8	1,233.2	1,663.8	3,302.4
	FUNDING:										
	PROVINCIAL: Capital Budget		4.7	26.2	17.6	20.2	23.5	27.3	114.8		
	E&C Computer Aided Design		0.2	0.8	0.4				1.2		
	Scarborough RT		57.8	22.7	0.5				23.2		
	Vehicles		22.2	65.1	97.5	18.6	1.7	9.6	192.5		
	Wheel-Trans		0.1	1.6	0.7	0.6	0.6	0.5	4.0		
	Other CWP excluding Major Rail		19.5	30.4	28.8	47.6	50.2	19.9	176.9		
	Sub-Total excluding Major Rail		104.4	146.8	145.5	87.0	76.0	57.3	512.6		
	Major Rail (Future RT @ 75%) **		1.8	13.5	49.5	57.0	121.2	170.3	411.5		
	TOTAL PROVINCIAL SUBSIDY		106.2	160.3	195.0	144.0	197.2	227.6	924.1		
	METRO		14.2	38.2	58.1	41.6	58.2	67.0	263.1		
	BOROUGHS		0.1	0.1	0.1	0.1	0.1	0.1	0.5		
	TTC		3.0	10.7	8.0	7.9	8.8	10.1	45.5		
	TOTAL FUNDING		123.5	209.3	261.2	193.6	264.3	304.8	1,233.2		

* The final land acquisition costs may result in a project overexpenditure.

** While rapid transit priorities have yet to be determined, it should be noted that Metro expects a 90% Provincial subsidy for the Waterfront and East Radial lines.

TTC Finance Branch
December 5, 1984
CWPCON

TORONTO TRANSIT COMMISSION
FIVE YEAR CAPITAL WORKS PROGRAMME 1985 - 1989
IN 1985 DOLLARS
(Millions of Dollars)

Future Rapid Transit Options

Several major extensions of the present rapid transit system are now under study. While the priority of each option has yet to be determined, the funding below assumes independent construction of the options. The allowance for rapid transit shown in Appendix A1 is an "order of magnitude" projection of expenditures for one rapid transit line. The projections below and the allowance for rapid transit expenditures in Appendix A1 is subject to ammendment following the conclusion of the current studies.

PROJECT NO.	DESCRIPTION	To Dec.31 1983	Probable 1984	1985	1986	1987	1988	1989	TO 1989	POST 1989	TOTAL
29	FUTURE RT:										
	WATERFRONT AND EAST RADIAL										
	CNE to UNION	-	0.3	5.3	10.4	18.3	44.3	61.1	139.2	101.2	240.9
	UNION to BLOOR	-	0.6	10.5	16.7	36.6	88.8	126.5	278.8	201.8	481.5
	TOTAL	-	0.9	15.8	27.1	54.9	133.1	187.6	418.0	303.0	722.4
	CROSS-TOWN										
	YONGE to TOWN CENTRE	-	0.6	12.0	25.5	40.7	124.9	199.7	402.4	344.1	747.5
	DUFFERIN to YONGE	-			1.3	3.3	4.3	22.7	31.6	267.2	298.8
	WILSON to SHEPPARD	-				0.5	1.6	3.9	6.0	84.1	90.1
	RENFORTH to SPADINA (Eglinton RT)	-	0.2	0.2				6.9	7.0	876.8	884.1
	TOTAL	-	0.8	12.2	26.8	44.5	130.8	233.2	447.0	1572.2	2020.5

T.T.C. Finance Branch
December 5, 1984
CWP85RT

Appendix A3

TORONTO TRANSIT COMMISSION
FIVE YEAR CAPITAL WORKS PROGRAMME 1985 - 1989
(Millions of Dollars)

EXPLANATION OF 1985 EXPENDITURES

PROJECT NO.	DESCRIPTION	1985	
1	LAND SETTLEMENT COSTS	2.8	Settlement of property costs.
2	SCARBOROUGH RT	22.7	Project completion. Claims.
3	STATION MODERNIZATION	4.8	Eglinton Phase I, Donlands etc.
4	ESCALATOR EXPANSION PROGRAMME	0.4	Finch/GO Escalators.
5	INCREASED ACCESS FOR HANDICAPPED		
6	H5 SUBWAY CARS	0.4	Retrofit due to corrosion.
7	125 LIGHT RAIL VEHICLES	0.1	Manufacture and install front skirts.
8	WHEEL-TRANS EQUIPMENT *	3.1	Vehicles and communication equipment.
9	HILLCREST CONSOLIDATION	18.1	Phase 1 continued, coin counting, etc.
10	SUBWAY TRACK REPLACEMENT	1.7	Replace worn track.
11	SUBWAY ELECTRICAL MODIFICATIONS	1.8	Updating various electrical equipment.
12	SUBWAY BUILDING IMPROVEMENTS	1.6	Rehabilitation of structures.
13	SUBWAY EQUIPMENT REPLACEMENTS	0.5	Collectors booth equipment.
14	WILSON STATION AND BUS LANES	0.7	Bus looping facilities.
15	FARE COLLECTION SYSTEM	0.1	MET equipment test.
16	TRANSIT ROADS STC	1.2	Project completion.
17	NORTH YORK CENTRE STATION	4.2	Engineering and preliminary construction.
18	H6 SUBWAY CARS	65.4	Four progress payments.
19	ARROW ROAD GARAGE	0.1	Engineering.
20	CLRVs FROM MTC		
21	52 ALRVs	21.2	Progress payment.
22	CIS PHASE VI		
	TOTAL WORKS IN PROGRESS	150.9	
23	CIS FUTURE	1.8	Install CIS at Malvern, Birchmount and Queensway.
24	ICTS CARS-IMPROVED SERVICE		
25	TRANSIT CONTROL		
26	DANFORTH GARAGE	0.1	Engineering for extension.
27	AUTOMATIC PASSENGER COUNTERS	0.4	Equip Wilson and two other divisions with foot activated passenger counters.
	TOTAL UNCOMMITTED WORKS	2.3	
28	HARBOURFRONT-SPADINA-CNE LRT	12.0	Engineering and construction.
29	FUTURE RT	6.0	Engineering.
	TOTAL MAJOR RAIL	18.0	
	TOTAL CAPITAL WORKS	171.2	
	TTC CAPITAL BUDGET	37.0	
	E&C (Computer Aided Design)	1.1	Purchase of additional CAD equipment.
	TOTAL CAPITAL	209.3	

TTC Finance Branch
December 5, 1984
CWP85EXP

Appendix B

TORONTO TRANSIT COMMISSION
FIVE YEAR CAPITAL WORKS PROGRAMME 1985 - 1989
IN ESCALATED DOLLARS (Note 1)
(Millions of Dollars)

PROJECT NO.	DESCRIPTION	To Dec.31 1983	Probable 1984	1985	1986	1987	1988	1989	1985 TO 1989	POST 1989	TOTAL
1	LAND SETTLEMENT COSTS (Note 3)		0.4	2.8					2.8		3.2
2	SCARBOROUGH RT * (Note 2)	115.0	57.8	22.7	0.5				23.2		196.0
3	STATION MODERNIZATION	16.9	2.6	4.8	0.4	6.9	13.2	4.3	29.6	1.1	50.2
4	ESCALATOR EXPANSION PROGRAMME	4.9	0.4	0.4				2.9	3.3	0.8	9.4
5	INCREASED ACCESS FOR HANDICAPPED (Note 4)	2.8					0.6	0.6	1.2	3.1	7.1
6	H5 SUBWAY CARS	39.5	(1.7)	0.4	0.3	0.1			0.8		38.6
7	125 LIGHT RAIL VEHICLES (Note 5)	64.2	0.1	0.1	0.1				0.2		64.5
8	WHEEL-TRANS EQUIPMENT (Note 2)	0.2	0.2	3.1	1.6	1.3	1.3	1.4	8.7	1.3	10.4
9	HILLCREST CONSOLIDATION	6.1	9.1	18.1	7.7	19.5	15.2	0.9	61.4		76.6
10	SUBWAY TRACK REPLACEMENT	1.6	1.6	1.7	1.5	1.6	1.7	1.8	8.3		11.5
11	SUBWAY ELECTRICAL MODIFICATIONS	2.6	2.1	1.8	2.1	2.5	2.4	2.9	11.7		16.4
12	SUBWAY BUILDING IMPROVEMENTS	3.3	1.6	1.6	2.7	3.9	2.0	1.5	11.7		16.6
13	SUBWAY EQUIPMENT REPLACEMENTS	1.4	0.7	0.5	0.1	1.0	0.1	0.1	1.8		3.9
14	WILSON STATION AND BUS LANES	4.0	0.8	0.7					0.7		5.5
15	FARE COLLECTION SYSTEM	0.7	0.3	0.1	2.0	6.4	4.0		12.5		13.5
16	TRANSIT ROADS STC	0.6	3.0	1.2					1.2		4.8
17	NORTH YORK CENTRE STATION	0.2	0.8	4.2	8.6	8.2	4.3		25.5		26.5
18	H6 SUBWAY CARS (Note 6)	14.3	15.6	65.4	67.4	23.1			155.9		185.8
19	ARROW ROAD GARAGE		2.1	0.1	1.7	6.4	17.0	7.4	32.6		34.7
20	CLRVs FROM MTC (Note 5)						2.4	12.8	15.2	18.4	33.6
21	52 ALRVs (Note 5)		15.5	21.2	61.0	6.4			88.6		104.1
22	CIS PHASE VI	2.8	0.3								3.1
	TOTAL WORKS IN PROGRESS	281.1	113.3	150.9	157.7	87.3	64.4	36.6	496.9	24.7	916.0
23	CIS FUTURE			1.8	9.2	8.7	8.0	7.3	35.0	3.2	38.2
24	ICTS CARS-IMPROVED SERVICE (Note 2)				11.7				11.7		11.7
25	TRANSIT CONTROL				1.6	5.6	10.7	3.5	21.4		21.4
26	DANFORTH GARAGE			0.1	2.7				2.8		2.8
27	AUTOMATIC PASSENGER COUNTERS			0.4	0.3	0.4			1.1		1.1
	TOTAL UNCOMMITTED WORKS			2.3	25.5	14.7	18.7	10.8	72.0	3.2	75.2
28	HARBOURFRONT-SPADINA-CNE LRT		0.5	12.0	38.2	23.6	37.7	34.2	145.7	27.0	173.2
29	FUTURE RT		1.7	6.0	31.8	61.8	154.8	252.5	506.9	2,141.2	2,649.8
	TOTAL MAJOR RAIL		2.2	18.0	70.0	85.4	192.5	286.7	652.6	2,168.2	2,823.0
	TOTAL CAPITAL WORKS	281.1	115.5	171.2	253.2	187.4	275.6	334.1	1,221.5	2,196.1	3,814.2
	TTC CAPITAL BUDGET	0.8	7.7	37.0	27.2	31.8	38.5	47.3	181.8	24.3	214.6
	E&C (Computer Aided Design)		0.3	1.1	0.5				1.6		1.9
	TOTAL CAPITAL	281.9	123.5	209.3	280.9	219.2	314.1	381.4	1,404.9	2,220.4	4,030.7
	FUNDING:										
	PROVINCIAL: Capital Budget		4.7	26.2	18.7	22.7	28.0	34.5	130.1		
	E&C Computer Aided Design		0.2	0.8	0.4				1.2		
	Scarborough RT		57.8	22.7	0.5				23.2		
	Vehicles		22.2	65.1	106.4	22.3	1.7	9.6	205.1		
	Wheel-Trans		0.1	1.6	0.8	0.6	0.7	0.7	4.4		
	Other CWP excluding Major Rail		19.5	30.4	30.5	53.4	59.6	24.9	198.8		
	Sub-Total excluding Major Rail		104.4	146.8	157.3	99.0	90.0	69.7	562.8		
	Major Rail (Future RT @ 75%) **		1.8	13.5	52.5	64.1	144.4	215.0	489.5		
	TOTAL PROVINCIAL SUBSIDY		106.2	160.3	209.8	163.1	234.4	284.7	1,052.3		
	METRO		14.2	38.2	62.5	47.1	69.1	83.8	300.7		
	BOROUGHS		0.1	0.1	0.1	0.1	0.1	0.1	0.5		
	TTC		3.0	10.7	8.5	8.9	10.5	12.8	51.4		
	TOTAL FUNDING		123.5	209.3	280.9	219.2	314.1	381.4	1,404.9		

* The final land acquisition costs may result in a project overexpenditure.

** While rapid transit priorities have yet to be determined, it should be noted that Metro expects a 90% Provincial subsidy for the Waterfront and East Radial lines.

TTC Finance Branch
December 5, 1984
CWPESC.1

Appendix C

TORONTO TRANSIT COMMISSION
FIVE YEAR CAPITAL WORKS PROGRAMME 1985 - 1989
IN 1985 DOLLARS
(Millions of Dollars)

PROJECT NO.	DESCRIPTION	Probable 1984	Budget 1984	Variance	Comment
1	LAND SETTLEMENT COSTS	0.4	0.7	(0.3)	
2	SCARBOROUGH RT	57.8	71.9	(14.1)	Reduced structural expenditures due to later opening, late delivery and acceptance of ICTS cars, offset by higher engineering costs and early property settlements.
3	STATION MODERNIZATION	2.6	5.0	(2.4)	Lower costs due to competitive bidding and progress delays.
4	ESCALATOR EXPANSION PROGRAMME	0.4	2.0	(1.6)	Lower cost than estimated.
5	INCREASED ACCESS FOR HANDICAPPED		-	-	
6	H5 SUBWAY CARS	(1.7)	0.1	(1.8)	Early receipt of duty remission.
7	125 LIGHT RAIL VEHICLES	0.1	0.4	(0.3)	
8	WHEEL-TRANS EQUIPMENT	0.2	0.3	(0.1)	
9	HILLCREST CONSOLIDATION	9.1	10.9	(1.8)	Slippage in design engineering.
10	SUBWAY TRACK REPLACEMENT	1.6	1.7	(0.1)	
11	SUBWAY ELECTRICAL MODIFICATIONS	2.1	2.3	(0.2)	
12	SUBWAY BUILDING IMPROVEMENTS	1.6	1.5	0.1	
13	SUBWAY EQUIPMENT REPLACEMENTS	0.7	0.7	-	
14	WILSON STATION AND BUS LANES	0.8	0.5	0.3	
15	FARE COLLECTION SYSTEM	0.3	0.3	-	
16	TRANSIT ROADS STC	3.0	3.9	(0.9)	Delay due to property neogitiations.
17	NORTH YORK CENTRE STATION	0.8	0.5	0.3	
18	H6 SUBWAY CARS	15.6	15.4	0.2	
19	ARROW ROAD GARAGE	2.1	3.0	(0.9)	Late purchase will delay servicing.
20	CLRVs FROM MTC	-	-	-	
21	52 ALRVs	15.5	15.9	(0.4)	
22	CIS PHASE VI	0.3	-	0.3	
23	CIS FUTURE	-	1.0	(1.0)	Continuing work on Phase VI has delayed system-wide implementation.
24	ICTS CARS-IMPROVED SERVICE	-	-	-	
25	TRANSIT CONTROL	-	-	-	
26	DANFORTH GARAGE	-	-	-	
27	AUTOMATIC PASSENGER COUNTERS	-	-	-	
28	HARBOURFRONT-SPADINA-CNE LRT	0.5	2.0	(1.5)	Decisions and project approval not proceeding as anticipated.
29	FUTURE RT				
	WATERFRONT	0.9	1.6	(0.7)	Slower progress than anticipated.
	CROSSTOWN	0.6	0.6	-	
	EGLINTON RT	0.2	0.4	(0.2)	Slower progress than anticipated.
	TOTAL CAPITAL WORKS	115.5	142.6	(27.1)	

Finance Branch
December 4, 1984
CWP84VAR

TORONTO TRANSIT COMMISSION
1900 YONGE STREET, TORONTO, CANADA, M4S 1Z2
TELEPHONE (416) 481-4252, TELEX: 06524670

JULIAN PORTER, Q.C. CHAIRMAN	ALFRED H. SAVAGE CHIEF GENERAL MANAGER
JEFFERY S. LYONS, Q.C. VICE-CHAIRMAN	LLOYD G. BERNEY GENERAL MANAGER – OPERATIONS
C. DENNIS FLYNN COMMISSIONER	GORDON M. BREAK GENERAL MANAGER – HUMAN RESOURCES
GORDON J. CHONG COMMISSIONER	ARNOLD S. DUBÉ GENERAL MANAGER – ADMINISTRATION
JUNE ROWLANDS COMMISSIONER	J. HERBERT JOBB GENERAL MANAGER – FINANCE
NORMAN E. BALFOUR, Q.C. GENERAL COUNSEL & SOLICITOR	STANLEY T. LAWRENCE GENERAL MANAGER – ENGINEERING AND CONSTRUCTION
DAVID C. PHILLIPS GENERAL SECRETARY	JURI PILL GENERAL MANAGER – PLANNING

December 28, 1984

Mr. A. J. DeGagné
Commissioner of Management Services
Municipality of Metropolitan Toronto
Department of Management Services
27th Floor, The Simpson Tower
401 Bay Street
Toronto, Ontario
M5H 2Y4

Attention: Mr. Earl Rowe

Dear Mr. DeGagné:

The Commission approved a revised Capital Works Programme 1985 - 1989 at its meeting of December 11, 1984. Subsequent to that meeting, we met with Mayor Johnson, our Metro Budget Sub-Committee member, on Monday December 17th. Responding to Mayor Johnson's request we have now reduced 1985 expenditures by $13.5 million. This brings the Metro share of the 1985 Capital Works Programme down to $35.3 million.

The changes which have now been made to the Capital Works Programme are summarized in Appendix A-1. All of the changes involve the postponement of 1985 expenditures to later years. The new Programme reflecting these additional revisions, in 1985 dollars, is summarized in Appendix A-2. An explanation of 1985 expenditures is shown in Appendix A3.

The Cl sheets which have been affected by these changes have been amended according and are attached.

These revisions will be forwarded for Commission approval at the Commission meeting of January 15, 1985. They will then be formally communicated to the Metro Clerk for approval by Metro Council.

If you require any further information please do not hesitate to contact us.

2-112-70

J. H. Jobb
General Manager - Finance
(Treasurer and Comptroller)

A-1

TORONTO TRANSIT COMMISSION
FIVE YEAR CAPITAL WORKS PROGRAMME 1985 - 1989
IN 1985 DOLLARS
(Millions of Dollars)

SUMMARY OF CHANGES

PROJECT NO.	DESCRIPTION	Probable 1984	1985	1986	1987	1988	1989	1985 TO 1989	POST 1989	TOTAL
1	LAND SETTLEMENT COSTS									
2	SCARBOROUGH RT									
3	STATION MODERNIZATION									
4	ESCALATOR EXPANSION PROGRAMME									
5	INCREASED ACCESS FOR HANDICAPPED									
6	H5 SUBWAY CARS									
7	125 LIGHT RAIL VEHICLES									
8	WHEEL-TRANS EQUIPMENT									
9	HILLCREST CONSOLIDATION		(2.8)	1.0	1.1	0.7				
10	SUBWAY TRACK REPLACEMENT									
11	SUBWAY ELECTRICAL MODIFICATIONS									
12	SUBWAY BUILDING IMPROVEMENTS									
13	SUBWAY EQUIPMENT REPLACEMENTS									
14	WILSON STATION AND BUS LANES									
15	FARE COLLECTION SYSTEM									
16	TRANSIT ROADS STC									
17	NORTH YORK CENTRE STATION									
18	H6 SUBWAY CARS									
19	ARROW ROAD GARAGE		1.1	(0.1)	(1.0)					
20	CLRVs FROM MTC									
21	52 ALRVs		(0.9)	0.9						
22	CIS PHASE VI									
	TOTAL WORKS IN PROGRESS		(2.6)	1.8	0.1	0.7				
23	CIS FUTURE									
24	ICTS CARS-IMPROVED SERVICE									
25	TRANSIT CONTROL									
26	DANFORTH GARAGE									
27	AUTOMATIC PASSENGER COUNTERS									
	TOTAL UNCOMMITTED WORKS									
28	HARBOURFRONT-SPADINA-CNE LRT		(6.9)	0.1	2.7	4.1				
29	FUTURE RT		(4.0)		4.0					
	TOTAL MAJOR RAIL		(10.9)	0.1	6.7	4.1				
	TOTAL CAPITAL WORKS		(13.5)	1.9	6.8	4.8				
	TTC CAPITAL BUDGET									
	E&C (Computer Aided Design)									
	TOTAL CAPITAL		(13.5)	1.9	6.8	4.8				
	FUNDING:									
	PROVINCIAL: Capital Budget									
	E&C Computer Aided Design									
	Scarborough RT									
	Vehicles		(0.7)	0.7						
	Other CWP excluding Major Rail		(2.0)	0.7	0.1	0.5		(0.7)		
	Sub-Total excluding Major Rail		(2.7)	1.4	0.1	0.5		(0.7)		
	Major Rail (Future RT @ 75%)		(8.2)	0.1	5.0	3.1				
	TOTAL PROVINCIAL SUBSIDY		(10.9)	1.5	5.1	3.6		(0.7)		
	METRO		(2.9)	0.3	1.7	1.2		0.3		
	BOROUGHS									
	TTC		0.3	0.1				0.4		
	TOTAL FUNDING		(13.5)	1.9	6.8	4.8				

CH.2
December 28, 1984
Finance Branch

Attachment 4
Page 4 of 6

Appendix A-2

TORONTO TRANSIT COMMISSION
FIVE YEAR CAPITAL WORKS PROGRAMME 1985 - 1989
IN 1985 DOLLARS
(Millions of Dollars)

PROJECT NO.	DESCRIPTION	To Dec.31 1983	Probable 1984	1985	1986	1987	1988	1989	1985 TO 1989	POST 1989	TOTAL
1	LAND SETTLEMENT COSTS (Note 3)		0.4	2.8					2.8		3.2
2	SCARBOROUGH RT * (Note 2)	115.0	57.8	22.7	0.5				23.2		196.0
3	STATION MODERNIZATION	16.9	2.6	4.8	0.4	6.1	11.1	3.4	25.8	0.8	46.1
4	ESCALATOR EXPANSION PROGRAMME	4.9	0.4	0.4				2.3	2.7	0.6	8.6
5	INCREASED ACCESS FOR HANDICAPPED (Note 4)	2.8					0.5	0.5	1.0	2.7	6.5
6	H5 SUBWAY CARS	39.5	(1.7)	0.4	0.3	0.1			0.8		38.6
7	125 LIGHT RAIL VEHICLES (Note 5)	64.2	0.1	0.1	0.1				0.2		64.5
8	WHEEL-TRANS EQUIPMENT (Note 2)	0.2	0.2	3.1	1.5	1.2	1.1	1.1	8.0	1.0	9.4
9	HILLCREST CONSOLIDATION	6.1	9.1	15.3	8.3	18.5	13.5	0.7	56.3		71.5
10	SUBWAY TRACK REPLACEMENT	1.6	1.6	1.7	1.4	1.4	1.4	1.4	7.3		10.5
11	SUBWAY ELECTRICAL MODIFICATIONS	2.6	2.1	1.8	2.0	2.2	2.0	2.3	10.3		15.0
12	SUBWAY BUILDING IMPROVEMENTS	3.3	1.6	1.6	2.5	3.5	1.7	1.2	10.5		15.4
13	SUBWAY EQUIPMENT REPLACEMENTS	1.4	0.7	0.5	0.1	0.9	0.1	0.1	1.7		3.8
14	WILSON STATION AND BUS LANES	4.0	0.8	0.7					0.7		5.5
15	FARE COLLECTION SYSTEM	0.7	0.3	0.1	1.9	5.7	3.4		11.1		12.1
16	TRANSIT ROADS STC	0.6	3.0	1.2					1.2		4.8
17	NORTH YORK CENTRE STATION	0.2	0.8	4.2	8.1	7.3	3.8		23.4		24.4
18	H6 SUBWAY CARS (Note 6)	14.3	15.6	65.4	63.1	19.9			148.4		178.3
19	ARROW ROAD GARAGE		2.1	1.2	1.5	4.7	14.3	5.9	27.6		29.7
20	CLRVs FROM MTC (Note 5)						2.4	12.8	15.2	18.4	33.6
21	52 ALRVs (Note 5)		15.5	20.3	55.1	4.8			80.2		95.7
22	CIS PHASE VI	2.8	0.3								3.1
	TOTAL WORKS IN PROGRESS	281.1	113.3	148.3	146.8	76.3	55.3	31.7	458.4	23.5	876.3
23	CIS FUTURE			1.8	8.7	7.7	6.7	5.8	30.7	2.4	33.1
24	ICTS CARS-IMPROVED SERVICE (Note 2)				11.0				11.0		11.0
25	TRANSIT CONTROL				1.5	5.0	9.0	2.8	18.3		18.3
26	DANFORTH GARAGE			0.1	2.5				2.6		2.6
27	AUTOMATIC PASSENGER COUNTERS			0.4	0.3	0.4			1.1		1.1
	TOTAL UNCOMMITTED WORKS			2.3	24.0	13.1	15.7	8.6	63.7	2.4	66.1
28	HARBOURFRONT-SPADINA-CNE LRT		0.5	5.1	36.1	23.7	35.7	27.1	127.7	20.2	148.4
29	FUTURE RT		1.7	2.0	30.0	59.0	130.0	200.0	421.0	1,600.0	2,022.7
	TOTAL MAJOR RAIL		2.2	7.1	66.1	82.7	165.7	227.1	548.7	1,620.2	2,171.1
	TOTAL CAPITAL WORKS	281.1	115.5	157.7	236.9	172.1	236.7	267.4	1,070.8	1,646.1	3,113.5
	TTC CAPITAL BUDGET	0.8	7.7	37.2	25.7	28.3	32.4	37.4	161.0	17.7	187.2
	E&C (Computer Aided Design)		0.3	1.1	0.5				1.6		1.9
	TOTAL CAPITAL	281.9	123.5	196.0	263.1	200.4	269.1	304.8	1,233.4	1,663.8	3,302.6
	FUNDING:										
	PROVINCIAL: Capital Budget		4.7	26.4	17.6	20.2	23.5	27.3	115.0		
	E&C Computer Aided Design		0.2	0.8	0.4				1.2		
	Scarborough RT		57.8	22.7	0.5				23.2		
	Vehicles		22.2	64.4	98.2	18.6	1.7	9.6	192.5		
	Wheel-Trans		0.1	1.6	0.7	0.6	0.6	0.5	4.0		
	Other CWP excluding Major Rail		19.4	28.4	29.5	47.7	50.7	19.9	176.2		
	Sub-Total excluding Major Rail		104.4	144.3	146.9	87.1	76.5	57.3	512.1		
	Major Rail (Future RT @ 75%) **		1.8	5.3	49.6	62.0	124.3	170.3	411.5		
	TOTAL PROVINCIAL SUBSIDY		106.2	149.6	196.5	149.1	200.8	227.6	923.6		
	METRO		14.2	35.3	58.4	43.3	59.4	67.0	263.4		
	BOROUGHS		0.1	0.1	0.1	0.1	0.1	0.1	0.5		
	TTC		3.0	11.0	8.1	7.9	8.8	10.1	45.9		
	TOTAL FUNDING		123.5	196.0	263.1	200.4	269.1	304.8	1,233.4		

* The final land acquisition costs may result in a project overexpenditure.

** While rapid transit priorities have yet to be determined, it should be noted that Metro expects a 90% Provincial subsidy for the Waterfront and East Radial lines.

TTC Finance Branch
December 27, 1984
CWPCON

Notes:

1 The attached Capital Works Programme for Rapid Transit, Light Rail Vehicles, and new Capital Assets for T.T.C. includes estimates of expenditures made as follows:

(a) Contract amounts have been used for work which contracts have been awarded at fixed prices.
(b) All projects include provision for inflation in subsequent years at 6% per annum.

2 It has been assumed that the Municipality of Metropolitan Toronto will be responsible for the full cost of the projects shown in this forecast, and will receive a 75% subsidy from the Province of Ontario, with the following exceptions:

(a) Project 2: RT to Scarborough Town Centre - The cost up to $103 million will be split between Metro ($25.3 million) and the Province ($77.7 million) on the original basis and the balance will receive 100% funding from the Province;
(b) Project 8: Wheel-Trans Equipment, is to be financed 50% by the Province of Ontario and 50% by Metro.
(c) Project 24: ICTS Cars - Improved Service - The Province has agreed to finance 2 of the 6 cars at 100% and 4 at 75%. Metro will provide the remaining 25% on the last 4 cars.

3 Unsettled land costs projected as follows:

	1984	1985
Kennedy-Kipling	$250,000	$1,539,000
Earlier Bloor-Danforth	51,000	759,000
Yonge (to Sheppard)	10,000	179,000
Yonge (to Finch)	19,000	20,000
Spadina	43,000	300,000
Others	8,000	22,000
	$381,000	$2,819,000

4 Project 5: Increased Access for Handicapped - Proposed projects include such items as an automatic door at each subway station; additional handrails, abrasive strips on subway platforms and stairs, and benches on subway platforms and stair landings; additional stanchions on older subway cars, improved communications on subway trains; and hand rails on buses as contained in the TACIA report to the Commission on January 13, 1981.

5 The following purchases are required to replace existing PCC streetcars nearing the end of their useful lives:

Project 7:	CLRV's manufactured	125
Project 20:	CLRV's purchased by M.T.C. as a demonstration project, to be acquired at cost by T.T.C. 5 years after delivery of the first car	71
Project 21:	Purchase of ALRV's approved by Metro Council February 28, 1984	52

6 Project 18: H6 Subway Cars - Of the 126 Cars to be purchased 100 are required to replace the "G" cars which have been in service since 1954 and 26 are required for additional service.

Appendix A3

TORONTO TRANSIT COMMISSION
FIVE YEAR CAPITAL WORKS PROGRAMME 1985 - 1989
(Millions of Dollars)

EXPLANATION OF 1985 EXPENDITURES

PROJECT NO.	DESCRIPTION	1985	
1	LAND SETTLEMENT COSTS	2.8	Settlement of property costs.
2	SCARBOROUGH RT	22.7	Project completion. Claims.
3	STATION MODERNIZATION	4.8	Eglinton Phase I, Donlands etc.
4	ESCALATOR EXPANSION PROGRAMME	0.4	Finch/GO Escalators.
5	INCREASED ACCESS FOR HANDICAPPED		
6	H5 SUBWAY CARS	0.4	Retrofit due to corrosion.
7	125 LIGHT RAIL VEHICLES	0.1	Manufacture and install front skirts.
8	WHEEL-TRANS EQUIPMENT *	3.1	Vehicles and communication equipment.
9	HILLCREST CONSOLIDATION	15.3	Phase I continued, commencement of Phase II.
10	SUBWAY TRACK REPLACEMENT	1.7	Replace worn track.
11	SUBWAY ELECTRICAL MODIFICATIONS	1.8	Updating various electrical equipment.
12	SUBWAY BUILDING IMPROVEMENTS	1.6	Rehabilitation of structures.
13	SUBWAY EQUIPMENT REPLACEMENTS	0.5	Collectors booth equipment.
14	WILSON STATION AND BUS LANES	0.7	Bus looping facilities.
15	FARE COLLECTION SYSTEM	0.1	MET equipment test.
16	TRANSIT ROADS STC	1.2	Project completion.
17	NORTH YORK CENTRE STATION	4.2	Engineering and preliminary construction.
18	H6 SUBWAY CARS	65.4	Four progress payments.
19	ARROW ROAD GARAGE	1.2	Engineering and servicing of land.
20	CLRVs FROM MTC		
21	52 ALRVs	20.3	Progress payment.
22	CIS PHASE VI		
	TOTAL WORKS IN PROGRESS	148.3	
23	CIS FUTURE	1.8	Install CIS at Malvern, Birchmount and Queensway.
24	ICTS CARS-IMPROVED SERVICE		
25	TRANSIT CONTROL		
26	DANFORTH GARAGE	0.1	Engineering for extension.
27	AUTOMATIC PASSENGER COUNTERS	0.4	Equip Wilson and two other divisions with foot activated passenger counters.
	TOTAL UNCOMMITTED WORKS	2.3	
28	HARBOURFRONT-SPADINA-CNE LRT	5.1	Engineering and construction, rolling stock delayed.
29	FUTURE RT	2.0	Engineering.
	TOTAL MAJOR RAIL	7.1	
	TOTAL CAPITAL WORKS	157.7	
	TTC CAPITAL BUDGET	37.2	
	E&C (Computer Aided Design)	1.1	Purchase of additional CAD equipment.
		196.0	

TTC Finance Branch
December 28, 1984
CWP85EXP

January 4, 1985

SUMMARY REPORT OF THE 1985 - 1989 CAPITAL PROGRAM REVIEW
BY: MAYOR JOHNSON
METROPOLITAN TORONTO ROADS AND TRAFFIC DEPARTMENT

(In $000's)

Net Cost	1985	1986	1987	1988	1989
Targets as Approved by Council (February 28, 1984)	15,000	15,000	15,000	15,000	-
Department's Submission	15,425	20,175	28,325	28,525	28,925
Adjustments by the Transportation Committee	1,275	(2,400)	(3,350)	(2,500)	(1,200)
Adjusted 1985-1989 Program	16,700	17,775	24,975	26,025	27,725
Recommended Funding	15,000	19,175	25,475	25,775	28,525

Effect on Establishment					
Cumulative Staff Requirements	0	0	0	0	0

Recommendations

It is recommended that:

1. With the exception of Steeles Avenue Widening - Highway 404 to Littles Road (Item No. 10), adjustments by the Transportation Committee be approved (page 8).

2. $850 thousand provided under the Balance To Completion column for Kipling Avenue Widening - The Queensway to Bloor Street be deleted (Item No. 6 - page 9).

3. $1,800 thousand provided under the Balance to Completion column for Lawrence Avenue East Widening - Port Union Road to Ridgewood Drive be deleted (Item No. 8 - page 10).

4. $1,000 thousand be advanced from 1986 to 1985 for Steeles Avenue Widening - Highway 404 to Littles Road (Item No. 10 - page 11).

5. $1,600 thousand for F.G. Gardiner Expressway - Deck & Joint Repairs be deferred from 1985 to 1989 (Item No. 13 - page 12).

6. $600 thousand for Various Bridge Repairs - 1980 be deferred from 1985 to 1986 (Item No. 15 - page 12).

7. $500 thousand be advanced from 1988 to 1985 for Various Bridge Repairs - 1983 (Item No. 16 - page 13).

8. Of the amounts requested for Scarlett Road Underpass Reconstruction - North of Dundas Street, $500 thousand be deferred from 1985 to 1986, and $350 thousand provided under the Balance to Completion column be deleted (Item No. 18 - page 14).

9. $1,600 thousand provided under the Balance to Completion column for Bathurst Street Reconstruction - St. Clair Avenue to Sheppard Avenue be deleted (Item No. 22 - page 15).

10. $700 thousand provided under the Balance to Completion column for Dundas Street East Reconstruction - Yonge Street - Kingston Road be deleted (Item No. 25 - page 15).

11. Funds requested for Road Widening in Scarborough - 401 Corridor be increased by $1,000 thousand in 1985 and $500 thousand in 1986 (Item No. 39 - page 16).

12. $500 thousand for Yonge Street Widening - Glen Echo Road to Sheppard Avenue be deferred from 1985 to 1986 (Item No. 40 - page 17).

13. $700 thousand for Bathurst Street Widening - Sheppard Avenue - Steeles Avenue be deferred from 1985 to 1986 (Item No. 41 - page 18).

14. The Commissioner of Roads and Traffic be requested to demonstrate the savings of the accelerated road resurfacing program, along with projected pavement resurfacing and reconstruction requirements for future years, to the Budget Sub-Committee in 1985 (Item No. 64 - page 19).

15. $275 thousand provided for the construction of a bus loop on Dufferin Street north of Finch Avenue be deleted (Item No. 68 - page 20).

Overview

The Metro Roads and Traffic Department has submitted a 1985-1989 Capital Program with seventy projects, at a total gross estimated cost of $519,075 thousand. Of this amount, it is anticipated that $262,575 thousand will be needed for the 1985-1989 period. A preliminary estimate of $71,050 thousand is also identified for years beyond 1989. Attachment I is a summary of the department's 1985-1989 capital projects.

An analysis of the gross expenditure estimate provided for 1985 indicates that it is $15,975 thousand less than the amount approved in the 1984-1988 program. Deferral of funds provided for pavement widenings and development related road improvement projects from 1985 to later years are the main contributors to this reduction. The shift in project timing is necessary because most of the major road improvement projects, as recommended in the Roads Review Phase I Report, the Central Waterfront Transportation Study, and the Don Valley Corridor Study, are yet to be dealt with by the Metropolitan Council. A comparison of the amounts provided for 1985, by work activities, between the 1985-1989 and 1984-1988 programs is appended as Attachment II.

According to existing Council policy, the Metro Roads and Traffic Department should not undertake subsidizable capital projects in absence of roads subsidy. The net expenditure of the 1985-1989 Capital Program is calculated based on the present funding formula; that is, Metro will receive 50% of Provincial subsidy for all eligible items.

Traditionally, roads subsidy is first applied to capital projects and the remainder to eligible expenditures in the operating budget. In 1984, there was an estimated shortfall in the roads subsidy of approximately $3,000 thousand. When Council approved the 1984 operating budget on April 10, 1984, it decided to absorb the $3,000 thousand shortfall.

Discussions with staff of the Roads and Traffic Department indicate that the 1985 roads subsidy will likely not be substantially higher than the 1984 level, which is estimated at a total of approximately $25,000 thousand for both the capital and operating budgets. If this occurs, approaching a 50% subsidy rate in the operating budget will be a difficult task. For example, if the department completes 100% of the recommended capital program for 1985, approximately $10,000 thousand of provincial subsidy will be available for application to the operating budget. Staff advise that this would result in a shortfall of $6,700 thousand in subsidy based on the 1985 operating budget as submitted.

Eligibility for Provincial Subsidy

It has been assumed by the Roads and Traffic Department that, with the following exceptions, all projects in the 1985-1989 program will be shared by the Province on a 50/50 basis:

Item No. 14: Various Bridge Repairs - 1979
Item No. 18: Scarlett Road Underpass Reconstruction - North of Dundas Street
Item No. 20: Steeles Avenue Grade Separation at C.N.R. East of Kennedy Road
Item No. 38: Don Valley Parkway Underpass at C.P.R. North of Wynford Drive
Item No. 51: Sheppard Avenue Grade Separation at C.N.R. East of Kennedy Road
Item No. 52: Finch Avenue Grade Separation at C.N.R. East of Kennedy Road

The above projects are eligible for Federal funding under the Railway Relocation and Crossing Act. A 50% Provincial subsidy will only be eligible on an amount which is net of Federal grants.

Item No. 19: Eglinton Avenue West Underpass at Eglinton West Subway Station
Item No. 66: Don Valley Parkway Ramps at Wynford Drive
Item No. 67: McCowan Road Widening - Ellesmere Avenue to Highway 401
Item No. 68: Dufferin Street - Bus Loop at Finch Avenue
Item No. 69: Kennedy Road - Widening at Sufferance Road
Item No. 70: Various Construction Projects

Funds provided in the above projects are for works to be undertaken for area municipalities, developers, the Toronto Transit Commission, or other outside parties. With the exception of Item No. 19, of which Metro may benefit from the project and is required to absorb approximately $188 thousand in a total project cost of $1,500 thousand, all costs are fully recoverable from various parties involved.

Reconciliation of Projects Approved in the 1984-1988 Program and the 1985-1989 Submission

With the following exceptions, all the projects in the 1985-1989 Capital Program of the Roads and Traffic Department were listed in last year's approved program:

(A) New Projects

These are the new projects which have been included in the 1985-1989 Capital Program:

Item No. 50: Kennedy Road Widening - Lawrence Avenue to Ellesmere Avenue (to provide a left turn lane to alleviate the large volume of left turn traffic)

Item No. 52: Finch Avenue Grade Separation at C.N.R. East of Kennedy Road (to eliminate potential hazards of level railway crossing)

Item No. 53: Keele Street Reconstruction - Rogers Road to Eglinton Avenue (the existing pavement is in poor condition)

Item No. 56: Lawrence Avenue West Reconstruction - Weston Road to Scarlett Road (the existing pavement is in poor condition)

Item No. 57: Mt. Pleasant Road Reconstruction - Bloor Street to St. Clair Avenue (the existing pavement is in poor condition)

Item No. 59: South Kingsway Reconstruction - Queen Street West to Bloor Street (the existing pavement is in poor condition)

Item No. 68: Dufferin Street - Bus Loop at Finch Avenue (to construct a bus loop on Dufferin Street north of Finch Avenue - as requested by the Toronto Transit Commission)

Item No. 69: Kennedy Road-Widening at Sufferance Road (to provide a left turn lane - as requested by developers)

(B) Open Projects

In order to generate a capital program which more accurately reflects the Corporation's capital spending, all Metro departments and agencies have been requested to identify and provide necessary funds in their submissions for all the inactive projects that cannot be closed by December 31, 1984. Following a review of all the projects during 1984, staff of the Roads and Traffic Department have concluded that thirty open projects should be closed before the end of this year. Brief descriptions, along with authorized and actual spending in these projects are appended as Attachment III.

Listed below are projects which have been included in the 1985-1989 Capital Program because of outstanding requirements:

Item No. 2: W.R. Allen Road Widening
(the lighting system is too old)
Item No. 3: Don Mills Roads Widening - York Mills to Sheppard Avenue
(required landscaping is still outstanding)
Item No. 4: Dufferin Street Widening - Wilson Heights to Overbrook
(bills for utility relocation done in connection with pavement widening have not yet been received)
Item No. 5: Islington Avenue Extension - Lake Shore Boulevard to Evans
(for settlement of outstanding claims)
Item No. 9: Sheppard Avenue East Widening - Brimley Road to Kirkhams Road
(for completion of curbs and gutters)
Item No. 19: Eglinton Avenue West Underpass at Eglinton West Subway Station
(to construct a pedestrian underpass from the south side of Eglinton Avenue to the Eglinton West Subway Station)
Item No. 21: Bathurst Street Reconstruction - Front Street to St. Clair Avenue
(to complete work outstanding at two intersections)
Item No. 24: Danforth Avenue Reconstruction - Sherbourne to Kingston Road
(pavement in poor condition)

Adjustments to the 1985-1989 Capital Program

Subsequent to the original submission which is appended as Attachment I, the Transportation Committee, on November 5 and 19, 1984, recommended the following adjustments to the five-year capital program of the Metro Roads and Traffic Department:

Item No.		Gross/ Net	Increase/(Decrease)					
			1985	1986	1987	1988	1989	Post 1989
10:	Steeles Avenue Widening - Hwy. 404 to Littles Road	Gross	2,000	(1,000)	(1,000)	-	-	-
		Net	1,000	(500)	(500)	-	-	-
19:	Eglinton Avenue West Underpass at Eglinton West Subway Station	Gross	(1,000)	(400)	-	-	-	-
		Net	(125)	(50)	-	-	-	-
20:	Steeles Avenue Grade Separation at C.N.R. East of Kennedy Road	Gross	400	-	-	-	(400)	-
		Net	200	-	-	-	(200)	-
47:	Victoria Park Avenue Widening	Gross	-	(3,000)	(1,000)	-	3,000	1,000
		Net	-	(1,500)	(500)	-	1,500	500
51:	Sheppard Avenue Grade Separation at C.N.R. East of Kennedy Road	Gross	300	(300)	-	-	-	-
		Net	150	(150)	-	-	-	-
52:	Finch Avenue Grade Separation at C.N.R. East of Kennedy Road	Gross	100	-	(100)	-	-	-
		Net	50	-	(50)	-	-	-
63:	Leslie Street Extension - Eglinton Avenue to Bayview Avenue	Gross	-	(400)	(4,600)	(5,000)	(5,000)	15,000
		Net	-	(200)	(2,300)	(2,500)	(2,500)	7,500
	Total Adjustments	Gross	1,800	(5,100)	(6,700)	(5,000)	(2,400)	16,000
		Net	1,275	(2,400)	(3,350)	(2,500)	(1,200)	8,000

It is recommended that, with the exception of Steeles Avenue Widening - Highway 404 to Littles Road (Item No. 10) which is discussed on page 11 of this report, the above adjustments to the 1985-1989 Program be approved. (Recommendation No.1)

Project Comments

Based on a review of all projects and subsequent to discussion and consultation with staff of the Roads and Traffic Department, it has been concluded that adjustments to the following items are warranted.

Item No. 6: Kipling Avenue Widening - The Queensway to Bloor Street

(Recommendation No. 2)

	1985	1986	1987	1988	1989	Balance To Complet.
Departmental Request	50	-	-	-	-	850
Recommended Funding	50	-	-	-	-	-

Funds are provided in the project for widening the pavement from 50 feet to 54 feet on Kipling Avenue between the Queensway and Bloor Street. Major portions of this project have already been completed. As a result of design changes, which involved undertaking the full widening on a portion of the project on one side rather than both sides of the road, combined with the fact that the widening now stops at Munster Avenue instead of Bloor Street, a reduction of $850 thousand to the total project cost of $2,700 thousand is warranted. Consequently, it is recommended that $850 thousand be deleted from the Balance To Completion column.

Item No. 8: Lawrence Avenue East Widening - Port Union Road to Ridgewood Drive

(Recommendation No. 3)

	1985	1986	1987	1988	1989	Balance To Complet.
Departmental Request	100	-	-	-	-	1,800
Recommended Funding	100	-	-	-	-	-

This project was initiated by the City of Scarborough in order to bring the road up to urban standards. Funds have been provided for the widening of pavement and provision of curbs, gutters and storm sewers on Lawrence Avenue between Port Union Road and Ridgewood Drive.

According to staff of the Metro Roads and Traffic, the scope of this project was revised to undertake only minor improvements and a large portion of this project had been completed in 1983. It is anticipated that approximately $100 thousand would be needed in 1985 to cover outstanding requirements. Consequently, it is recommended that $1,800 thousand provided under the Balance To Completion column be deleted.

Item No. 10: Steeles Avenue Widening - Highway 404 to Littles Road

(Recommendation No. 4)

	1985	1986	1987	1988	1989
Departmental Request	200	2,000	1,800	-	-
Amount Recommended by the Transportation Committee	2,200	1,000	800	-	-
Recommended Funding	1,200	1,000	1,800	-	-

An estimate of $9,000 thousand has been provided in this project for the widening of Steeles Avenue between Highway 404 and Littles Road to accommodate increasing traffic volumes.

During the review of the 1985-1989 Capital Program, the Transportation Committee, at the request of Commissioner of Roads and Traffic, increased the 1985 funding by $2,000 thousand for the widening of the pavement of Steeles Avenue between Midland Avenue and McCowan Road. This adjustment was subsequently approved by the Metropolitan Council on December 4, 1984.

Following a further review of the progress of this project with staff of the Roads and Traffic Department, it has been concluded that only $1,200 thousand will be needed in 1985. Consequently, it is recommended that only $1,000 thousand originally budgeted for 1986 be advanced to 1985.

Item No. 13: F.G. Gardiner Expressway - Deck and Joint Repairs

(Recommendation No. 5)

	1985	1986	1987	1988	1989	Balance To Complet.
Departmental Request	2,100	3,000	3,000	3,000	1,500	900
Recommended Funding	500	3,000	3,000	3,000	3,100	900

Funds are provided in this project for repairs to the deck and expansion joints, and anti-corrosion protection on the elevated portion of the Gardiner Expressway and the bridge over the Humber River.

During the review of the 1985-1989 Capital Program, staff of the Roads and Traffic Department indicated that certain repair work, totalling $1,600 thousand, can be deferred from 1985 to 1989 without posing any safety hazard. It is therefore, recommended that $1,600 thousand be deferred from 1985 to 1989.

Item No. 15: Various Bridge Repairs - 1980

(Recommendation No. 6)

	1985	1986	1987	1988	1989
Departmental Request	1,200	-	-	-	-
Recommended Funding	600	600	-	-	-

An estimate of $1,200 thousand has been requested in 1985 for major structural repair of the bridge on Bathurst Street at Old Forest Hill Road. In view of the request by the Transportation Committee for additional comments from the City of Toronto, regarding the need for keeping the bridge on Bathurst Street at Old Forest Hill Road in operation, staff of the Roads and Traffic Department indicate that $600 thousand can be deferred to 1986.

Item No. 16: Various Bridge Repairs - 1983

(Recommendation No. 7)

	1985	1986	1987	1988	1989
Departmental Request	2,000	200	1,000	1,300	-
Recommended Funding	2,500	200	1,000	800	-

Funds provided in 1985 are for major structural repairs on the following bridges:

- Spadina Road south of St. Clair Avenue; and
- St. Clair Avenue and Avoca Avenue.

Based on the consultants' structural examination of the bridge on St. Clair Avenue and Avoca, it has been determined that more extensive repair than originally estimated is needed. According to staff of the Roads and Traffic Department, an additional $500 thousand will be required in 1985. It is recommended that $500 thousand be advanced from 1988 to 1985 to cover the revised requirement.

Item No. 18: Scarlett Road Underpass Reconstruction - North of Dundas Street

(Recommendation No. 8)

	1985	1986	1987	1988	1989	Balance To Complet.
Departmental Request	2,000	200	-	-	-	350
Recommended Funding	1,500	700	-	-	-	-

A total of $2,700 thousand has been provided for the reconstruction of the underpass on Scarlett Road under the C.P.R. tracks north of Dundas Street. According to the Roads and Traffic Department, the existing underpass, which was built in 1912, must be replaced because of deterioration and substandard vertical and horizontal clearances for modern traffic needs.

The reconstruction was scheduled to commence in 1984. As a result of a delay in obtaining required approval from the Canadian Transport Commission, this item is now scheduled to start in 1985 and finish by 1986 at a total cost of $2,200 thousand.

During the review of the 1985-1989 Capital Program, the department has indicated that $350 thousand provided under the Balance To Completion column would not be needed for this project. As a result of a further delay in obtaining Canadian Transport Commission approval, it is also anticipated that only $1,500 thousand will be needed in 1985. Consequently, it is recommended that $500 thousand be deferred from 1985 to 1986, and that the $350 thousand provided under the Balance To Completion be deleted.

Item No. 22: Bathurst Street Reconstruction - St. Clair Avenue to Sheppard Avenue

(Recommendation No. 9)

	1985	1986	1987	1988	1989	Balance To Complet.
Departmental Request	200	800	1,000	1,000	-	1,600
Recommended Funding	200	800	1,000	1,000	-	-

Funds are provided in this project for reconstruction of Bathurst Street between St. Clair Avenue and Sheppard Avenue. Subsequent to the 1985 capital submission, staff of the Roads and Traffic Department indicated that $1,600 thousand provided under the Balance To Completion column will not be needed because portions of this project can be resurfaced rather than reconstructed. It is therefore recommended that this amount be removed from the program.

Item No. 25: Dundas Street East Reconstruction - Yonge Street - Kingston Road

(Recommendation No. 10)

	1985	1986	1987	1988	1989	Balance To Complet.
Departmental Request	-	500	800	800	-	700
Recommended Funding	-	500	800	800	-	-

Funds were originally provided for reconstruction of sections of Dundas Street East. During the review of the 1984-1988 program, the total cost of this project had been reduced to reflect anticipated savings from resurfacing rather than reconstructing portions of the road.

The 1985-1989 Capital Program has been adjusted to reflect reconstruction requirements. Following discussion with staff of the Roads and Traffic

Department, it has been concluded that certain portions of this project can still be resurfaced instead of reconstructed. It is therefore recommended that the $700 thousand estimated to be saved be deleted from the Balance To Completion column.

Item No. 39: Road Widening in Scarborough - 401 Corridor

(Recommendation No. 11)

	1985	1986	1987	1988	1989
Departmental Request	700	300	-	-	-
Recommended Funding	1,700	800	-	-	-

A total of $6,500 thousand was originally requested for the widening of the following roads from Ellesmere Road to Highway 401:

- McCowan Road;
- Kennedy Road; and
- Markham Road.

Required widening on Kennedy Road and Markham Road has already been completed. Funds provided in 1985 and 1986 are for the widening of McCowan Road.

According to staff of the Roads and Traffic Department, the City of Scarborough has requested the widening of Kennedy Road from Highway 401 to Sheppard Avenue subsequent to the capital submission. This results in an increase of $800 thousand in 1985. Following further discussion with staff of the department, it has also been determined that an additional $200 thousand in 1985 and $500 thousand in 1986 will be needed to complete the widening of McCowan Road. It is recommended that funds requested for 1985 and 1986 be adjusted accordingly.

Item No. 40: Yonge Street Widening - Glen Echo Road to Sheppard Avenue

(Recommendation No. 12)

	1985	1986	1987	1988	1989
Departmental Request	1,000	1,000	1,000	-	-
Recommended Funding	500	1,500	1,000	-	-

An estimate of $4,000 thousand has been provided in this project for the widening of the pavement from four to six lanes on Yonge Street from Glen Echo Road to Sheppard Avenue. In 1984, the widening of Yonge Street between York Mills Road and Highway 401 was completed.

Funds requested for 1985 are for the acquisition of necessary property and for the widening of Yonge Street between Highway 401 and Sheppard Avenue. Subsequent to the capital submission, staff of the Roads and Traffic Department indicated that as a result of a delay in property acquisition, only $500 thousand will be needed in 1985. It is therefore recommended that $500 thousand be deferred from 1985 to 1986.

Item No. 41: Bathurst Street Widening - Sheppard Avenue - Steeles Avenue

(Recommendation No. 13)

	1985	1986	1987	1988	1989
Departmental Request	2,300	-	-	-	-
Recommended Funding	1,600	700	-	-	-

A total of $2,300 thousand is requested for the widening of Bathurst Street from four to five lanes from Sheppard Avenue to Codsell Avenue and from Ellerslie Avenue to Steeles Avenue.

Subsequent to the capital submission, staff of the Roads and Traffic Department indicated that $700 thousand can be deferred to 1986 with no major effect on this project.

Item No. 64: Road Resurfacing

(Recommendation No. 14)

	1985	1986	1987	1988	1989
Departmental Request	4,000	4,000	4,000	4,000	2,100
Recommended Funding	4,000	4,000	4,000	4,000	2,100

The Pavement Management Program is a computer model which evaluates the consequences of varying degrees of roadway resurfacing and the related impact on roadway reconstruction. In 1983, Metro requested the Roads and Traffic Department to identify and review the implication of the Pavement Management Program on future roads budgets.

In order to undertake this review, it was necessary to bring the program "in-house" and adapt it internally from the consultant that had previously designed the concept. A great deal of difficulty was experienced in obtaining hardware, inputting data and programming. According to staff of the Roads and Traffic Department, the required study has just been completed.

It should be noted that an accelerated resurfacing program was approved for 1984 by increasing the annual funding from approximately $3,200 thousand to $4,000 thousand. The approval was based on staff of the Roads and Traffic Department's expectation that resurfacing roads more frequently would save Metro money in the long-term. An annual estimate of $4,000 thousand has also been provided in the 1985-1989 Capital Program for the next four years. Consequently, it is recommended that the Commissioner of Roads and Traffic be requested to demonstrate the savings of the accelerated road resurfacing program, along with projected pavement resurfacing and reconstruction requirements for future years, to the Budget Sub-Committee in 1985.

Item No. 68: Dufferin Street - Bus Loop at Finch Avenue

(Recommendation No. 15)

	1985	1986	1987	1988	1989
Departmental Request	275	-	-	-	-
Recommended Funding	-	-	-	-	-

As requested by the Toronto Transit Commission, funds were provided in 1985 for the construction of a bus loop on Dufferin Street north of Finch Avenue.

Subsequent to the 1985 capital submission, the Toronto Transit Commission has withdrawn this request because necessary land cannot be acquired from the Metropolitan Toronto and Region Conservation Authority. The $275 thousand provided for this project can therefore be deleted.

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				ESTIMATED EXPENDITURES (GROSS)								
				THOUSANDS OF DOLLARS								
SUMMARY												
WORKS IN PROGRESS		270,200 ~~275,500~~	258,968 ~~259,868~~	175,850 ~~175,950~~	20,550 ~~21,850~~	23,650 ~~22,950~~	23,800	13,400 ~~11,900~~	8,600 ~~7,400~~	90,000 ~~89,900~~	4,350 ~~9,650~~	
WORKS WITH SOME COMMITMENT		0	0	0	0	0	0	0	0	0	0	
WORKS WITH NO COMMITMENTS MADE		243,300 ~~243,575~~	36,800	9,500	13,550 ~~14,125~~	17,100 ~~20,100~~	30,450 ~~36,150~~	41,850 ~~46,850~~	53,450 ~~55,450~~	156,400 ~~172,675~~	77,400 ~~61,400~~	
GROSS EXPENDITURE		513,500 ~~519,075~~	295,768 ~~296,668~~	185,350 ~~185,450~~	34,100 ~~35,975~~	40,750 ~~43,050~~	54,250 ~~59,950~~	55,250 ~~60,750~~	62,050 ~~62,850~~	246,400 ~~262,575~~	81,750 ~~71,050~~	
SUBSIDIES		243,200 ~~245,325~~	0	81,875 ~~89,925~~	15,000 ~~15,425~~	19,175 ~~20,175~~	25,475 ~~28,325~~	25,775 ~~28,525~~	28,525 ~~28,925~~	113,950 ~~121,375~~	39,375 ~~34,025~~	
GRANTS		16,700 ~~17,750~~	0	1,800	1,500 ~~2,250~~	1,400 ~~1,700~~	2,300	2,700	4,000	11,900 ~~12,950~~	3,000	
OTHER EXTERNAL FUNDS		10,400 ~~10,675~~	0	3,800	2,600 ~~2,875~~	1,000	1,000	1,000	1,000	6,600 ~~6,875~~	0	
NET CAPITAL EXPENDITURE		243,200 ~~245,325~~	295,768 ~~296,668~~	81,875 ~~89,925~~	15,000 ~~15,425~~	19,175 ~~20,175~~	25,475 ~~28,325~~	25,775 ~~28,525~~	28,525 ~~28,925~~	113,950 ~~121,375~~	37,375 ~~34,025~~	
WORKS IN PROGRESS:-												
PAVEMENT WIDENINGS												
1 ALBION ROAD WIDENING - HIGHWAY 27 TO INDIAN LINE	1	4,400	4,400	4,200	50	150	0	0	0	200	0	
2 W.R. ALLEN ROAD	2	66,100	70,868	65,900	0	200	0	0	0	200	0	
3 DON MILLS ROAD WIDENING - YORK MILLS TO SHEPPARD	3	2,900	2,900	2,700	0	0	0	200	0	200	0	
4 DUFFERIN STREET - WILSON HEIGHTS TO OVERBROOK	4	4,800	4,800	4,200	0	0	0	0	0	0	600	

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	DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	ESTIMATED EXPENDITURES (GROSS) 1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
					THOUSANDS OF DOLLARS								
	WORKS IN PROGRESS (cont'd)												
5	ISLINGTON AVE. EXTENSION - LAKESHORE TO EVANS	5	16,700	16,700	16,300	100	100	200	0	0	400	0	
6	KIPLING AVE WIDENING - THE QUEENSWAY TO BLOOR	6	1,850 ~~2,700~~	2,700	1,800	50	0	0	0	0	50	0 ~~850~~	
7	LAWRENCE E. WIDENING - DON VALLEY PKWY - KINGSTON RD	7	9,900	9,000	8,100	1,500	300	0	0	0	1,800	0	
8	LAWRENCE E. WIDENING - PORT UNION TO RIDGEWOOD	8	700 ~~2,500~~	2,500	600	100	0	0	0	0	100	0 ~~1,800~~	
9	SHEPPARD AVE. EAST - BRIMLEY RD TO KIRKHAMS RD	9	7,000	8,000	5,500	0	0	200	0	0	200	1,300	
10	STEELES AVE WIDENING - HWY 404 TO LITTLES ROAD	10	9,000	7,000	5,000	1,200 ~~200~~	1,000 ~~2,000~~	1,800	0	0	4,000	0	
11	WILSON W EXTENSION - WESTON RD. TO REXDALE BLVD.	11	14,600	6,000	3,100	100	5,000	6,400	0	0	11,500	0	
	MAJOR BRIDGE RECONSTRUCTION												
12	F G GARDINER EXPWY - REPAIRS LESLIE TO DUFFERIN	12	11,800	11,800	10,900	900	0	0	0	0	900	0	
13	F G GARDINER EXPRESSWAY - DECK & JOINT REPAIRS	13	17,000	17,000	3,500	500 ~~2,100~~	3,000	3,000	3,000	3,100 ~~1,500~~	12,600	900	
14	VARIOUS BRIDGE REPAIRS 1979	14	6,500	6,500	5,000	200	0	0	0	1,300	1,500	0	
15	VARIOUS BRIDGE REPAIRS 1980	15	5,100	5,100	3,900	600 ~~1,200~~	600 ~~0~~	0	0	0	1,200	0	
16	VARIOUS BRIDGE REPAIRS 1983	16	5,000	5,000	500	2,500 ~~2,000~~	200	1,000	800 ~~1,300~~	0	4,500	0	
17	VARIOUS BRIDGE REPAIRS 1984	17	6,000	6,000	50	1,000	1,500	1,000	1,500	950	5,950	0	
18	SCARLETT RD UNDERPASS RECONSTR. N. OF DUNDAS ST	18	2,350 ~~2,700~~	2,700	150	1,500 ~~2,000~~	700 ~~200~~	0	0	0	2,200	0 ~~350~~	

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				ESTIMATED EXPENDITURES (GROSS)								
				THOUSANDS OF DOLLARS								
WORKS IN PROGRESS (cont'd)												
GRADE SEPARATIONS												
~~19 EGLINTON AVE. W. UNDERPASS AT EGLINTON W. SUBWAY STATION~~	~~19~~	~~1,500~~	~~900~~	~~100~~	~~1,000~~	~~400~~	~~0~~	~~0~~	~~0~~	~~1,400~~	~~0~~	
19 ~~20~~ STEELES AVE GRADE SEPARATION AT CNR E OF KENNEDY	19 ~~20~~	8,000	8,000	0	600 ~~200~~	500	3,000	3,000	900 ~~1,300~~	8,000	0	
MAJOR ROAD RECONSTRUCTION AND RESURFACING												
20 ~~21~~ BATHURST ST. RECONSTRUCTION - FRONT TO ST. CLAIR	20 ~~21~~	3,600	3,300	3,100	0	0	0	300	0	300	200	
21 ~~22~~ BATHURST ST. RECONSTRUCTION - ST. CLAIR TO SHEPPARD	21 ~~22~~	4,400 ~~6,000~~	6,000	1,400	200	800	1,000	1,000	0	3,000	0 ~~1,600~~	
22 ~~23~~ BROADVIEW/O'CONNOR RECONSTRUC. - DANFORTH - VICTORIA PARK	22 ~~23~~	6,500	4,500	4,400	100	1,000	1,000	0	0	2,100	0	
23 ~~24~~ DANFORTH RECONSTRUCTION - SHERBOURNE TO KINGSTON ROAD	23 ~~24~~	4,800	4,800	3,600	0	0	0	0	0	0	1,200	
24 ~~25~~ DUNDAS EAST RECONSTRUCTION - YONGE - KINGSTON ROAD	24 ~~25~~	3,300 ~~4,000~~	4,000	1,200	0	500	800	800	0	2,100	0 ~~700~~	
25 ~~26~~ DUNDAS WEST RECONSTRUCTION - YONGE ST. TO HUMBER RIVER	25 ~~26~~	4,500	2,800	1,800	1,500	0	500	700	0	2,700	0	
26 ~~27~~ EGLINTON AVE. W RECONSTR. - YONGE TO KEELE	26 ~~27~~	4,000	4,000	2,500	800	700	0	0	0	1,500	0	
27 ~~28~~ EGLINTON AVE. E RECONSTRUCTION - YONGE TO BRENTCLIFFE	27 ~~28~~	2,600	1,800	1,500	200	900	0	0	0	1,100	0	
28 ~~29~~ LAKE SHORE BLVD. E RECONSTRUC. - DON ROADWAY - WOODBINE	28 ~~29~~	2,500	2,500	800	1,000	0	0	700	0	1,700	0	
29 ~~30~~ THE QUEENSWAY - STEPHEN DR. TO ISLINGTON AVE.	29 ~~30~~	2,000	2,000	0	0	600	800	600	0	2,000	0	

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				ESTIMATED EXPENDITURES (GROSS)								
			THOUSANDS OF DOLLARS									
WORKS IN PROGRESS (cont'd)												
30 ~~31~~ SPADINA AVE. RECONSTRUCTION - FRONT TO BLOOR	30 ~~31~~	2,200	2,200	500	0	0	0	0	1,700	1,700	0	
31 ~~32~~ ST. CLAIR W RECONSTRUCTION - TWEEDSMUIR TO YONGE	31 ~~32~~	2,000	1,500	1,400	400	200	0	0	0	600	0	
32 ~~33~~ WESTON ROAD RECONSTRUCTION - BLACK CREEK - LAWRENCE	32 ~~33~~	3,800	3,800	2,150	1,500	0	0	0	0	1,500	150	
33 ~~34~~ YONGE ST. RECONSTRUCTION - COLLEGE TO GLEN ECHO ROAD	33 ~~34~~	3,700	3,700	2,400	0	0	1,300	0	0	1,300	0	
MISCELLANEOUS												
34 ~~35~~ DON VALLEY PKWY AND GARDINER EXPWY LIGHTING SYSTEM	34 ~~35~~	1,000	1,000	950	50	0	0	0	0	50	0	
35 ~~36~~ SCARBOROUGH TRANSPORTATION CORRIDOR	35 ~~36~~	2,500	0	0	500	500	500	500	500	2,500	0	
36 ~~37~~ ENVIRONMENTAL STUDIES - FUTURE ROAD PROJECTS	36 ~~37~~	1,300	1,300	50	200	300	300	300	150	1,250	0	
SUB TOTAL:		254,400 ~~261,200~~	246,163 ~~247,058~~	164,150 ~~168,250~~	17,350 ~~19,150~~	18,750 ~~19,050~~	22,800	13,400 ~~13,900~~	8,600 ~~7,400~~	80,900 ~~82,300~~	4,350 ~~9,650~~	

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DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	ESTIMATED EXPENDITURES (GROSS) TO DEC 31 1984						TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
					1985	1986	1987	1988	1989			
				THOUSANDS OF DOLLARS								
WORKS IN PROGRESS (cont'd)												
DEVELOPMENT RELATED:												
ROAD IMPROVEMENT DEVELOPMENT												
37 ~~38~~ DON VALLEY PKWY UNDERPASS AT CPR N OF WYNFORD	37 ~~38~~	3,800	3,000	200	1,000	2,600	0	0	0	3,600	0	
38 ~~39~~ ROAD WIDENING IN SCARBOROUGH 401 CORRIDOR	38 ~~39~~	8,000 ~~6,500~~	5,800	5,500	1,700 ~~700~~	800 ~~300~~	0	0	0	2,500 ~~1,000~~	0	
39 ~~40~~ YONGE ST. WIDENING - GLEN ECHO RD. TO SHEPPARD	39 ~~40~~	4,000	4,000	1,000	500 ~~1,000~~	1,500 ~~1,000~~	1,000	0	0	3,000	0	
SUB TOTAL: DEVELOPMENT RELATED		15,800 ~~14,300~~	12,800	6,700	3,200 ~~2,700~~	4,900 ~~3,900~~	1,000	0	0	9,100 ~~7,600~~	0	
TOTAL: WORKS IN PROGRESS		270,200 ~~276,500~~	258,968 ~~259,868~~	175,850 ~~175,950~~	26,550 ~~21,850~~	23,650 ~~22,950~~	23,800	13,400 ~~13,900~~	8,600 ~~7,400~~	90,000 ~~89,900~~	4,350 ~~9,650~~	
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE:-												
40 ~~41~~ BATHURST WIDENING - SHEPPARD - STEELES	40 ~~41~~	2,300	0	0	1,600 ~~2,300~~	700 ~~0~~	0	0	0	2,300	0	
41 ~~42~~ *DON MILLS WIDENING - YORK MILLS TO O'CONNOR	41 ~~42~~	3,800	0	0	50	1,300	1,000	0	1,450	3,800	0	
42 ~~43~~ *FINCH W. EXTENSION - ISLINGTON - ALBION	42 ~~43~~	3,800	0	0	0	400	1,000	2,400	0	3,800	0	
43 ~~44~~ FINCH W. WIDENING - BATHURST - WESTON ROAD	43 ~~44~~	3,500	0	0	0	1,700	0	1,800	0	3,500	0	
44 ~~45~~ ISLINGTON WIDENING - BLOOR TO REXDALE	44 ~~45~~	2,400	0	0	0	0	1,750	650	0	2,400	0	

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					ESTIMATED EXPENDITURES (GROSS)							
DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
					THOUSANDS OF DOLLARS							
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE (cont'd)												
45 ~~46~~ SHEPPARD W. WIDENING - ALLEN TO WESTON ROAD	45 ~~46~~	2,300	0	0	0	0	1,100	1,200	0	2,300	0	
46 ~~47~~* VICTORIA PARK WIDENING - DANFORTH - HWY 401	46 ~~47~~	4,000	0	0	0	0 ~~3,000~~	0 ~~1,000~~	0	3,000 ~~0~~	3,000 ~~4,000~~	1,000 ~~0~~	
47 ~~48~~ WESTON ROAD WIDENING - ST. PHILLIPS TO HWY 401	47 ~~48~~	3,500	0	0	0	0	0	0	3,500	3,500	0	
48 ~~49~~ YORK MILLS WIDENING - YONGE TO BAYVIEW	48 ~~49~~	4,000	0	0	0	100	1,000	1,500	1,400	4,000	0	
49 ~~50~~ KENNEDY ROAD - LAWRENCE TO ELLESMERE	49 ~~50~~	2,000	0	0	100	1,900	0	0	0	2,000	0	
50 ~~51~~ SHEPPARD GRADE SEPARATION AT C.N.R. E OF KENNEDY	50 ~~51~~	8,000	0	0	300 ~~0~~	0 ~~300~~	1,500	3,000	3,200	8,000	0	
51 ~~52~~ FINCH AVE. - C.N.R. EAST OF KENNEDY ROAD	51 ~~52~~	8,000	0	0	100 ~~0~~	0	0 ~~100~~	500	3,000	3,600	4,400	
52 ~~53~~ KEELE ST. RECONSTRUCTION - ROGERS RD. TO EGLINTON	52 ~~53~~	500	0	0	0	500	0	0	0	500	0	
53 ~~54~~ KINGSTON RD. RECONSTRUCTION - VICTORIA PARK TO QUEEN	53 ~~54~~	3,300	0	0	0	1,300	2,000	0	0	3,300	0	
54 ~~55~~ KINGSTON ROAD - CENTENNIAL RD. TO OLD KINGSTON ROAD	54 ~~55~~	1,300	0	0	0	1,300	0	0	0	1,300	0	
55 ~~56~~ LAWRENCE AVE. W RECONSTRUCTION - WESTON RD. TO SCARLETT RD.	55 ~~56~~	600	0	0	600	0	0	0	0	600	0	
56 ~~57~~ MT PLEASANT RD. RECONSTRUCTION - BLOOR TO ST CLAIR	56 ~~57~~	1,500	0	0	0	0	0	1,500	0	1,500	0	

Attachment I
Page 6 of 7

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR ROADS AND TRAFFIC

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	ESTIMATED EXPENDITURES (GROSS) 1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
					THOUSANDS OF DOLLARS							
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE (cont'd)												
57 ~~58~~ ST. CLAIR W RECONSTRUCTION - DUFFERIN - KEELE	57 ~~58~~	2,500	0	0	100	0	2,400	0	0	2,500	0	
58 ~~59~~ SOUTH KINGSWAY RECONSTRUCTION - QUEEN ST. W. TO BLOOR	58 ~~59~~	1,300	0	0	1,300	0	0	0	0	1,300	0	
59 ~~60~~ VARIOUS PROPERTY SETTLEMENTS	59 ~~60~~	1,500	1,500	0	300	300	300	300	300	1,500	0	
60 ~~61~~ * FRONT ST. EXTENSION-BATHURST STRACHAN INTERCHANGE/GARDINER	60 ~~61~~	55,000	0	0	0	200	5,000	8,000	12,000	25,200	29,800	
61 ~~62~~ F G GARDINER EXPRESSWAY WIDENING - STRACHAN TO HUMBER	61 ~~62~~	35,000	0	0	0	400	6,000	9,000	12,000	27,400	7,600	
62 ~~63~~ * LESLIE ST. EXTENSION - EGLINTON TO BAYVIEW	62 ~~63~~	50,000	0	0	0	0 ~~400~~	400 ~~5,000~~	5,000 ~~10,000~~	10,000 ~~15,000~~	15,400 ~~30,400~~	34,600 ~~19,600~~	
63 ~~64~~ ROAD RESURFACING	63 ~~64~~	22,000	22,000	3,900	4,000	4,000	4,000	4,000	2,100	18,100	0	
64 ~~65~~ MINOR ROAD IMPROVEMENTS	64 ~~65~~	13,300	13,300	1,800	3,000	2,500	2,500	2,500	1,000	11,500	0	
65 ~~66~~ DON VALLEY PARKWAY RAMPS AT WYNFORD DRIVE	65 ~~66~~	2,000	0	1,800	200	0	0	0	0	200	0	
66 ~~67~~ MCCOWAN WIDENING ELLESMERE TO HWY 401	66 ~~67~~	3,000	0	2,000	1,000	0	0	0	0	1,000	0	
~~68 DUFFERIN ST. - BUS LOOP AT FINCH AVE.~~	~~68~~	~~275~~	~~0~~	~~0~~	~~275~~	~~0~~	~~0~~	~~0~~	~~0~~	~~275~~	~~0~~	
67 ~~69~~ KENNEDY RD. - WIDENING AT SUFFERANCE RD.	67 ~~69~~	400	0	0	400	0	0	0	0	400	0	
68 ~~70~~ VARIOUS CONSTRUCTION PROJECTS	68 ~~70~~	2,500	0	0	500	500	500	500	500	2,500	0	
		243,300 ~~243,575~~	36,800	9,500	13,550 ~~14,125~~	17,100 ~~20,100~~	30,450 ~~36,150~~	41,850 ~~46,850~~	53,450 ~~55,450~~	156,400 ~~173,675~~	77,400 ~~61,400~~	

NOTE : * INDICATES THAT AN ENVIRONMENTAL ASSESSMENT MAY BE REQUIRED FOR THIS PROJECT

Attachment I

Page 7 of 7

Attachment II

ROADS AND TRAFFIC DEPARTMENT

Comparison of Amounts Provided for 1985 in the Approved 1984-1988 Program and the 1985-1989 Submission (on a gross expenditure basis)

($000's)

	1985 Request in the 1985-1989 Submission			1985 Estimate in the Approved 1984-1988 Program		
	Works in Progress	Works not Committed	Total	Works in Progress	Works not Committed	Total
Major Road Reconstruction and Resurfacing	5,700	6,000	11,700	4,500	5,300	9,800
Major Bridge Reconstruction	9,400	-	9,400	5,500	4,400	9,900
Pavement Widenings	2,100	2,450	4,550	4,300	8,750	13,050
Minor Road Improvements	-	3,000	3,000	-	2,500	2,500
Road Improvement in Connection with Development Projects	2,700	-	2,700	5,600	5,500	11,100
Works Undertaken for Others	-	2,375	2,375	-	3,000	3,000
Grade Separations	1,200	-	1,200	-	600	600
Miscellaneous	750	300	1,050	1,700	300	2,000
Total	21,850	14,125	35,975	21,600	30,350	51,950

Attachment III

Page 1 of 2

ROADS & TRAFFIC DEPARTMENT
LIST OF PROJECTS TO BE CLOSED BY DECEMBER 31, 1984

Sub Account		* Total Cost of Project - Gross		
		Estimate	Actual	Funds Available
001	Albion Widening - Humber River To Hwy. 27	5,700,000.00	5,175,299.39	524,700.61
010	Avenue Road Reconstruction Heath To Eglinton	1,700,000.00	1,600,135.77	99,864.23
040	Bayview Avenue Moore To Eglinton	2,000,000.00	1,068,631.17	931,368.83
043	Bicycle Path System	2,000,000.00	1,198,711.12	801,288.88
050	Bloor West - Avenue Road - Royal York Road	6,600,000.00	6,176,393.60	423,606.40
080	Coxwell Avenue Reconstruction Queen To Gerrard	200,000.00	19,639.31	180,360.69
106	Don Valley Parkway & Related Works	49,750,000.00	49,268,293.02	481,706.98
109	Don Valley Parkway Slope Stabilization	762,500.00	762,500.00	0.00
114	Dufferin Street - Overbrook To Steeles	5,000,000.00	3,627,361.65	1,372,638.35
130	Dupont Street Reconstruction Ossington To Annette	1,850,000.00	526,234.32	1,323,765.68
135	Eglinton Avenue West Renforth To Etobicoke Ck. (Assumed)	1,500,000.00	869,758.83	630,241.17
142	Eglinton West Extension Caledonia To Richview	9,000,000.00	7,455,539.02	1,544,460.98
144	Eglinton East Overpass East Of Kennedy	6,600,000.00	4,640,694.58	1,959,305.42
147	Eglinton East Widening Midland To Kingston	3,200,000.00	2,412,389.75	787,610.25
280	Jane Street - White Avenue - Foxwell Avenue	250,000.00	207,580.74	42,419.26
300	Keele - Rogers To Lavender	300,000.00	282,720.03	17,279.97

* Per Trial Balance for Year 1984, printed October 5, 1984

ROADS & TRAFFIC DEPARTMENT

LIST OF PROJECTS TO BE CLOSED BY DECEMBER 31, 1984

Sub Account		* Total Cost of Project - Gross		
		Estimate	Actual	Funds Available
307	Kipling Avenue Bloor Street To Dixon Road	4,250,000.00	2,707,562.86	1,542,437.14
310	Kennedy Road Widening Sheppard To Steeles	4,500,000.00	4,048,504.59	451,495.41
312	Kingston Road CNR East Of Guildwood Parkway	3,950,000.00	3,713,592.25	236,407.75
345	Lawrence Avenue East - Grade Separation	5,500,000.00	5,251,812.77	248,187.23
349	Lakeshore Blvd. West - Humber To Etobicoke Creek	6,400,000.00	5,639,783.10	760,216.90
426	Old Weston Road Bridge North of Dupont	3,000,000.00	159,708.82	2,840,291.18
446	Pape Avenue Grade Separation	1,250,000.00	938,098.88	311,901.12
495	Resurfacing Of Various Roads	3,200,000.00	3,006,196.74	193,803.26
543	Sheppard Avenue East - Yonge To Bayview	2,400,000.00	2,033,446.18	366,553.82
545	St. Clair East - Kennedy To Kingston Road	8,500,000.00	8,262,502.77	237,497.23
645	Wilson Avenue - Avenue Road To Yonge Street	5,000,000.00	4,519,740.12	480,259.88
687	Yonge Street - Sheppard To Steeles	4,000,000.00	3,480,548.43	519,451.57
700	Vehicle Maintenance Building Yard 1 - 64 Murray Road	2,300,000.00	2,186,211.86	113,788.14
276	New Traffic Computer System	4,800,000.00	4,776,396.38	23,603.62
	Total	155,462,500.00	136,015,988.05	19,446,511.95

* Per Trial Balance for Year 1984, printed October 5, 1984

January 3, 1985

SUMMARY REPORT OF THE 1985 - 1989 CAPITAL PROGRAM REVIEW

BY: ALDERMAN ROWLANDS

COMMUNITY SERVICES DEPARTMENT

(In $000's)

Net Cost	1985	1986	1987	1988	1989
Targets as approved by Council (February 28, 1984)	3,000	2,500	2,000	2,000	-
Homes for the Aged Request	3,833	4,880	4,628	2,800	3,500
Metro Housing Request	3,891	3,000	3,000	3,000	3,000
Total Department Submission	7,724	7,880	7,628	5,800	6,500
Recommended Funding					
Homes For the Aged	3,808	3,310	3,503	3,045	3,868
Metro Housing	3,891	3,000	3,000	3,000	3,000
Total Department	7,699	6,310	6,503	6,045	6,868

Effect on Establishment

Cumulative Staff Requirements Metro Toronto Housing Company	-	4	27	51	75

Recommendations

Homes for the Aged

It is recommended that:

1. The 1985-1989 Homes for the Aged Capital Program be approved subject to the following changes:

Item No.	Name	Increase/(Decrease) to Requested Program ($000's) 1985	1986	1987	1988	1989
1	Kipling Acres Renovations	(890)	960	-	-	-
2	Fudget House Renovations	(1,750)	(1,750)	500	-	-
3	Castleview Wychwood Towers	150	-	-	-	-
4	Greenacres Renovation	1,415	250	(100)	-	-
5	Construction of new home at the Royal York/ Manchester site	(675)	(3,700)	(2,050)	3,690	2,735
6	Site Acquisition/ Construction - Scarborough	1,700	1,100	(600)	(5,200)	-
7	Bendale Acres Renovations	-	-	-	2,000	(2,000)
	Total Change (Gross Expenditure)	(50)	(3,140)	(2,250)	490	735

These changes will alter the 1985-1989 Capital Program for the Homes for the Aged as follows:

	Increase/(Decrease) to Requested Program ($000) 1985	1986	1987	1988	1989
Request	7,666	9,760	9,255	5,600	7,000
Recommended (Gross Expenditure)	7,616	6,620	7,005	6,090	7,735
Recommended Net Expenditure	3,808	3,310	3,503	3,045	3,868

Housing Company

2. The Department resubmit Metro Toronto Housing Company (M.T.H.C.) Item No. 2 - Renovation/Retrofit - Unspecified Units for Budget Sub-Committee consideration after a consultant's report is completed dealing with the justification of this project and, after the M.T.H.C. evaluates the impact of the existing renovation program.

Overview

Explanation of Variance From Estimate - 1984

Expenditure in 1984 is projected to be 32% of the gross estimate including the memorandum of submission (where Metro Toronto provides the interim financing for housing projects, but 100 per cent of the cost will be assigned to the mortgages at the time of construction). The underspending in Homes results from a further delay in Provincial approval of the Fudger House renovation project and construction delays in the Kipling Acres renovation.

In the case of the M.T.H.C. the underexpenditure results from the absence of funding approvals from the senior levels of government for housing projects under the memorandum of submission.

On a net basis, approximately 57% of the 1984 program was completed.

Explanation of Variance from Targets

Estimates exceed targets in each year of the program for three reasons. The new housing renovation project of $15 million included in this program was not anticipated last year. Delayed expenditure on Fudger House and Kipling Acres in 1984 means these deferred costs must be included in the 1985-1989 program. Lastly, the construction of the two new homes has been advanced to deal with the Greenacres situation.

The financing of the Housing Company renovation program requires some explanation regarding the relationship to targets. Renovation programs are paid 100% by Metro and the Housing Company repays Metro over the remaining life of the project mortgage. The repayment is credited to the current budget where the capital financing charges for the project are incurred. Metro's investment in the project is being repaid however, the time frame for repayment generally lags behind the debenture term.

The bulk of the increased expenditure in the program with both the Homes and Housing programs is conditional upon the provision of subsidy. The prevailing uncertainty of new housing programs and subsidy is inconsistent with the financial planning and prioritizing objectives inherent in the capital program process.

A review of the targets for this department with other corporate priorities is warranted. This however, cannot be achieved without an understanding of the Provincial and Federal intent in these areas.

Homes For The Aged

The effect of the long-term need for more beds in our homes is not included in this program. The involvement of the Province and Metro in additional beds and particularly the heavier care role, remains as a significant issue for resolution.

The department had adopted a continuum of care strategy to deal with the existing portfolio of beds. Essentially, this strategy comprises modifying existing homes located in Metro to provide a full range of care for the elderly. This means that residents will not have to leave "their" home due to deteriorating mental or physical care requirements. In addition, the construction of two new homes is in the program which will offset the beds lost through a proposed phase - out of the Greenacres Home in Newmarket.

The Homes program deals with maintaining the existing number of beds in the system, locating all beds within Metro Toronto and making each facility "full service". It does not deal with expansion.

The District Health Council has reported to Metro Council that 1280 additional beds are required in Metro over the next ten years. The department feels it is premature to address the Metro participation in long term bed needs until the roles of the Ministries of Health and Community and Social Services are clarified, and until the Provincial review of the policy of the municipal provision of extended care beds is completed.

The Capital Program submitted for Homes was prepared without the benefit of a clear subsidy picture for future years. Subsequent negotiations with the Province have resulted in a plan for the next three years. This plan requires formal Provincial approval, but provides us with a much better framework for the future than previously existed.

The amended program reflects the new information described above. The plan involves renovating one wing of Greenacres, constructing one new home in Metro, proceeding with the Fudger House renovation at a lower funding level and provides Special Care areas in four homes.

Housing Company

The program presented provides one-half of the assisted housing units required in Metro, as defined by the Metro Planning Department and approved by Metro Council. The department anticipates that the various other providers of assisted housing in Metro will produce the balance of the units forecast. The program also includes in each year under review, 100 housing units for single persons for the new Metro Toronto Singles Housing Corporation.

The current renovation program has increased in duration and cost since its inception. This reflects the need for improved planning and costing of the program to a greater degree than specific project difficulties. The cost increases in this program relate to omissions in the original costing and increases in the scope of work originally anticipated.

A second renovation program is now included in the program estimated at $15 million over six years to address vacancy problems. Program information on this planned expenditure does not exist and is expected to be detailed in a study on the vacancy problem, the first phase of which is anticipated by March of 1985.

Concern exists regarding the financial implication of long-term maintenance and renovation requirements for the housing portfolio. This includes not only maintenance/renovation for structural and life safety requirements, but also major renovations to modernize, renew, or to change the use as indicated by market conditions.

The department has recently undertaken the implementation of a comprehensive preventative maintenance program. The entire portfolio now meets 1977 code requirements as a minimum and approximately $8 million is provided in the operating budget for ongoing maintenance requirements. Consideration of the degree of adequacy in addressing future maintenance requirements will be examined during the review of the current estimates.

Memorandum of Submission

It should be noted that 100% of the capital cost of all the Housing Company projects, excluding the aforementioned renovation program, will be provided by 35 year mortgages financed by private lenders and insured by Canada Mortgage and Housing Corporation. Metro Toronto will provide interim financing by temporary loans, with 100% of the principal and interest costs being assignable to the mortgages at the completion of construction. Title to the property is transferred to the Metro Corporation upon discharge of the mortgage.

During 1984, construction was completed on 44 senior units and 592 family units, bringing the portfolio to a total of 15,183 senior units and 1,803 family units.

The construction starts reflected in the 5-year Capital Program are as outlined below:

	1985	1986	1987	1988	1989	Total
Seniors	491	539	548	373	549	2,500
Family	625	625	625	625	625	3,125
Single Persons	100	100	100	100	100	500
Total	1,216	1,264	1,273	1,098	1,274	6,125

The above table reflects the Housing Company providing approximately one-half the assisted housing requirement for Metro Toronto, as defined by the Metro Planning Department. Other housing providers are anticipated to provide the balance of units.

The memorandum of submission includes 100 housing units per year over the program for single persons housing. The Metropolitan Toronto Singles Housing Corporation is legally incorporated and the appointment of a duly constituted Board of Directors has not yet been completed. Five hundred units have been included in the program to permit the new Board to proceed with construction.

Metro Council has yet to address the degree of a Metro contribution to assisted single persons housing. It is anticipated that this subject will be high on the list of priorities for the new Board.

Project Comments

The projects selected for comment are for reasons of adjustment to the funding requirements or due to the size of the project in relation to the entire program.

A. Homes For the Aged

Works In Progress

Item No. 1: Kipling Acres Renovation

(Recommendation No. 1)

	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	2,443	160	-	-	-	9,749
Recommended Funding	1,553	1,120	-	-	-	9,819

The renovation includes upgrading the home to current accreditation standards, providing a special care area and replacing the beds lost through renovation.

This project has increased in cost by $360 thousand from the previous capital program. Staff indicate this was caused by unanticipated change orders and increasing costs resulting from serious construction delays in the project. The phasing of the project was designed so that when one wing was completed the residents or staff from an uncompleted wing would move into the new area and permit work to commence on the vacated wing. Three wings are involved and delays in certain sub-trade work are complicating the critical path of the construction process. Negotiations with the bonding company and the contractor are being undertaken to arrive at a corrective action.

In E.C.R. No. 32, December 4, 1984, Metro Council approved a report (Attachment II) dealing with a solution to the construction delays which had threatened to close the project. The report included a recommendation that Metro Toronto pay an additional $70 thousand toward completion of the project.

The adjustment in funding noted above incorporates a deferral of funds from 1985 to 1986 related to the construction delay and increases 1986 by the $70 thousand recently approved by Council.

Item No. 2: Fudger House Renovations

(Recommendation No. 1)

	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	3,250	3,750	1,930	-	-	9,000
Recommended Funding	1,500	2,000	2,430	-	-	6,000

The delay in activity planned for 1984 results from the absence of Provincial approval for the project. The $70 thousand expenditure in 1984 allowed for architects fees and costs. This project will renovate the existing facility and will add space to replace the beds lost through renovation. It will also provide the special care area which is being installed in all homes.

The original renovation project submitted to the Province in 1982 called for a project of $3,100 thousand. In early 1983 the department outlined four options to Council and option D involving the purchase of more land was adopted at a project cost of $9,700 thousand. A less costly option (Option C at $9,000 thousand on the existing site) has actually been chosen due to complications in purchasing the additional land. The Province had indicated that it would not subsidize the increased cost of this project from the original $3,100 figure approved in 1982.

The recently negotiated Homes plan increases the level of renovation the Province will approve to $6 million. This is one-third short of the renovations planned by the department, but they will proceed with the project in 1985 on a scaled down version.

Item No. 3: Castleview/Wychwood Towers Special Care

(Recommendation No. 1)

	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	313	-	-	-	-	350
Recommended Funding	463	-	-	-	-	500

This project provides a special care area for ambulant wanderers to implement the continuum of care philosophy in each home. Little activity occurred in 1984, due to Provincial approval being received very late in the year. The project is expected to be completed in 1985.

The Province requested additional facilities costing $150 thousand, bringing the project cost to $500 thousand.

Item No. 4: Greenacres Renovations

(Recommendation No. 1)

	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	185	150	100	-	-	2,800
Recommended Funding	1,600	400	-	-	-	4,365

The funds requested by the Department for this project involved minimal renovations to kitchen, bathing and fire safety facilities. Minimum levels of work were being undertaken due to the uncertain future of this Home.

The tentative Provincial plan calls for maintaining Greeanacres with a $2 million dollar renovation project and the construction of one new home within Metro. This project along with previous renovations will result in approximately one-half of Greenacres being modernized. The layout of the facility is such that the remaining unrenovated portion could potentially be put to an alternate use.

This project has been amended to reflect an anticipated 1985 Provincial commitment to this $2 million dollar project. The $2 million commitment eliminates the need for the funding requested by the department in 1985-1987 and this has been adjusted accordingly.

Works On Which No Commitment Has Been Made

Item No. 5: Construction of Home - Royal York/Manchester

(Recommendation No. 1)

	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	675	3,700	2,725	-	-	7,312
Recommended Funding	0	0	675	3,690	2,735	7,312

Item No. 6: Site Acquisition and Construction - Scarborough Home

(Recommendation No. 1)

	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	300	1,500	4,000	5,200	-	11,000
Recommended Funding	2,000	2,600	3,400	-	-	8,000

The above noted projects are for the construction of new Homes for the Aged in Metro Toronto. These homes were placed in the program to provide 400 beds to compensate for the potential phase-out of Greenacres. The Province has indicated a willingness to provide one new Home of 200 beds over the next three years in addition to the Greenacres partial renovation. The Provincial position of 200 beds at $40 thousand per bed requires the Scarborough home to be selected since the Etobicoke site will not accommodate a Home of this size.

Item No. 7: Bendale Acres Renovations

(Recommendation No. 1)

	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	500	-	-	400	4,000	5,500
Recommended Funding	500	-	-	2,400	2,000	5,500

The Bendale Acres project includes two components. The funds requested in 1985 will provide the special care unit necessary to deliver the continuum of care policy within each home. The funding requested in 1988 and beyond is for a full renovation of this home. The home presently operates with 4 beds to a room. This renovation will provide a mix of accommodation choices and will upgrade the other facilities to current standards. The renovation time frame coincides with the originally proposed phasing out of Greenacres.

While the installation of a Special Care area in this facility is included in the current Provincial plan, no commitment has been given to a full scale renovation of the home. The plan recently negotiated with the Province does not exceed three years. The advancement of $2 million from 1989 to 1988 was done to equalize the departmental workload between the two years and for corporate target purposes.

Project Comments

B. Housing Company

Item No. 1: May Robinson Apartment Renovations

	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	2,391	-	-	-	-	3,718
Recommended Funding	2,391	-	-	-	-	3,718

1. Total project costs have increased on this project for the second year in a row. In the 1984-1988 Capital Program this project increased to $2,100 thousand from $1,000 thousand. The original $1,000 thousand estimate essentially resulted from a basic level of renovations to be undertaken. The increase to $2,100 thousand in 1984 was rationalized by an increase in the scope of work after investigation revealed that more than cosmetic work was required. The 1985 project cost increase of $1,618 thousand relates to a further increase in the scope of work anticipated.

2. As noted in the overview, this project demonstrates that improved costing of the program is essential. The recommendation and comments on Item No. 2 Renovation/Retrofit-Unspecified identify this important concern regarding the new renovation program.

3. This project is the last one in the first renovation program. The increase to the current project cost results from adding energy conservation measures to the renovation project. The payback on this increased work is esimated at eleven years, which is shorter than the remaining term of the project mortgage.

Item No. 2: Renovation/Retrofit - Unspecified

(Recommendation No. 1)

	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	1,500	3,000	3,000	3,000	3,000	15,000
Recommended Funding	1,500	3,000	3,000	3,000	3,000	15,000

This program of renovation is motivated by a need to reduce vacancy loss and to increase energy efficiency. The rationale for this program is to be based on a yet to be released study. This study will examine the vacancy problem and propose long-term solutions. Renovation may be one alternative remedy of several. The study may provide the planning context missing from the original renovation program (Item No. 1 is the last project in the original renovation project). The need for energy improvements, once identified, can be easily determined on the basis of individual cost effectiveness.

Detailed information on this project has not been provided. A study to examine vacancies will be completed by March of 1985. This is anticipated to provide the rationale and justification for this project along with an implementation plan. Circumvention of the budget review process will be one result if this item remains in the budget in its present form.

Renovation of existing units may only be one alternative to dealing with vacancy rates if vacancy rates are determined to be a problem. Many other potential solutions require examination. Potential alternative measures include, but are not limited to; the pricing mechanism, changed use, amenity alterations, head leasing in high vacancy rate buildings, effective marketing, adaption to single persons housing, etc. The consultant's brief indicates an intention to pursue some of these alternate strategies to renovation.

A wide range of study is required prior to considering expenditure of this magnitude. It is recommended that this project be submitted for Budget Sub-Committee reconsideration after a consultant's report dealing with the justification of this project is completed and after M.T.H.C. evaluates the impact of the exsting renovation program.

This will allow time for the study to be completed, implementation strategies to be developed and the intended works to be planned and costed.

Appended to this report are the following:

ATTACHMENT I - Recommended 1985 - 1989 Capital Program Summary

ATTACHMENT II - Kipling Acres Renovation Report

ATTACHMENT I
Page 1 of 5

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR HOMES FOR THE AGED

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	ESTIMATED EXPENDITURES (GROSS) 1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
					THOUSANDS OF DOLLARS							
SUMMARY												
WORKS IN PROGRESS		20684 ~~21,899~~	12,174	9,618	5116 ~~6,191~~	3520 ~~4,060~~	2430 ~~2,030~~	0	0	11066 ~~12,281~~	0	
WORKS WITH SOME COMMITMENT		0	0	0	0	0	0	0	0	0	0	
WORKS WITH NO COMMITMENTS MADE		27662 ~~30,662~~	435	212	2500 ~~1,475~~	3100 ~~5,700~~	4575 ~~7,225~~	6090 ~~5,600~~	7735 ~~7,000~~	24000 ~~27,000~~	3,450	
GROSS EXPENDITURE		48346 ~~52,561~~	12,609	9,830	7616 ~~7,666~~	6620 ~~9,760~~	7005 ~~9,255~~	6090 ~~5,600~~	7735 ~~7,000~~	35066 ~~39,281~~	3,450	
SUBSIDIES		24173 ~~26,280~~	0	4,915	3808 ~~3,833~~	3310 ~~4,880~~	3502 ~~4,627~~	3045 ~~2,800~~	3867 ~~3,500~~	17533 ~~19,640~~	1,725	
GRANTS		0	0	0	0	0	0	0	0	0	0	
OTHER EXTERNAL FUNDS		0	0	0	0	0	0	0	0	0	0	
NET CAPITAL EXPENDITURE		24173 ~~26,281~~	12,609	4,915	3808 ~~3,833~~	3310 ~~4,880~~	3503 ~~4,628~~	3045 ~~2,800~~	3868 ~~3,500~~	17533 ~~19,641~~	1,725	
WORKS IN PROGRESS:-												
1 KIPLING ACRES RENOVATIONS	1	9819 ~~9,749~~	9,389	7,146	1553 ~~2,443~~	1120 ~~160~~	0	0	0	2673 ~~2,603~~	0	
2 FUDGER HOUSE RENOVATIONS	2	6000 ~~9,000~~	70	70	1560 ~~3,250~~	2000 ~~3,750~~	2430 ~~1,930~~	0	0	5930 ~~8,930~~	0	
3 CASTLEVIEW-WYCHWOOD TOWERS SPECIAL CARE	3	500 ~~350~~	350	37	463 ~~313~~	0	0	0	0	463 ~~313~~	0	
4 GREENACRES RENOVATION	5	4365 ~~2,800~~	2,365	2,365	1600 ~~185~~	400 ~~150~~	0 ~~100~~	0	0	2000 ~~435~~	0	
		20684 ~~21,899~~	12,174	9,618	5116 ~~6,191~~	3520 ~~4,060~~	2430 ~~2,030~~	0	0	11066 ~~12,281~~	0	

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR HOMES FOR THE AGED

					ESTIMATED EXPENDITURES (GROSS)							
DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
			THOUSANDS OF DOLLARS									
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE:-												
5 CONSTRUCTION OF HOME AT THE ROYAL YORK/MANCHESTER SITE	4	7,312	435	212	0 ~~675~~	0 ~~3,700~~	675 ~~2,725~~	3690 ~~0~~	2735 ~~0~~	7,100	0	
6 SITE ACQUISITION/CONSTRUCTION - SCARBOROUGH	6	8000 ~~11,000~~	0	0	2000 ~~300~~	2600 ~~1,500~~	3400 ~~4,000~~	0 ~~5,200~~	0	8000 ~~11,000~~	0	
7 BENDALE ACRES RENOVATIONS	7	5,500	0	0	500	0	0	2400 ~~400~~	2000 ~~4,000~~	4,900	600	
8 CUMMER HOUSE RENOVATION	8	6,350	0	0	0	500	0	0	3,000	3,500	2,850	
9 TRUE DAVIDSON ACRES SPECIAL CARE	9	500	0	0	0	0	500	0	0	500	0	
		27662 ~~30,662~~	435	212	2500 ~~1,475~~	3100 ~~5,700~~	4575 ~~7,225~~	6090 ~~5,600~~	7735 ~~7,000~~	24000 ~~27,000~~	3,450	

ATTACHMENT I
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ATTACHMENT I
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MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR METRO TORONTO HOUSING COMPANY

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	ESTIMATED EXPENDITURES (GROSS)									O.M.B.APPLIC
				TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	
				THOUSANDS OF DOLLARS								
SUMMARY												
WORKS IN PROGRESS		3,718	3,718	1,327	2,391	0	0	0	0	2,391	0	
WORKS WITH SOME COMMITMENT		0	0	0	0	0	0	0	0	0	0	
WORKS WITH NO COMMITMENTS MADE		15,000	0	0	1,500	3,000	3,000	3,000	3,000	13,500	1,500	
GROSS EXPENDITURE		18,718	3,718	1,327	3,891	3,000	3,000	3,000	3,000	15,891	1,500	
SUBSIDIES		0	0	0	0	0	0	0	0	0	0	
GRANTS		0	0	0	0	0	0	0	0	0	0	
OTHER EXTERNAL FUNDS		0	0	0	0	0	0	0	0	0	0	
NET CAPITAL EXPENDITURE		18,718	3,718	1,327	3,891	3,000	3,000	3,000	3,000	15,891	1,500	
WORKS IN PROGRESS:-												
1 **MAY ROBINSON APARTMENTS**	1	3,718	3,718	1,327	2,391	0	0	0	0	2,391	0	
		3,718	3,718	1,327	2,391	0	0	0	0	2,391	0	
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE:-												
2 **RENOVATION/RETROFIT**	2	15,000	0	0	1,500	3,000	3,000	3,000	3,000	13,500	1,500	
		15,000	0	0	1,500	3,000	3,000	3,000	3,000	13,500	1,500	

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR METRO TORONTO HOUSING COMPANY

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	ESTIMATED EXPENDITURES (GROSS) TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				THOUSANDS OF DOLLARS								

MEMORANDUM OF SUBMISSION

METROPOLITAN TORONTO WILL PROVIDE INTERIM FINANCING, BUT 100 PER CENT OF THE COSTS WILL BE ASSIGNED TO THE MORTGAGES AT THE TIME OF CONSTRUCTION.

SUMMARY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.
WORKS IN PROGRESS	29,012	30,027	19,381	9,631	0	0	0	0	9,631	0
WORKS WITH SOME COMMITMENT	0	0	0	0	0	0	0	0	0	0
WORKS WITH NO COMMITMENTS MADE	392,432	0	0	38,515	76,814	80,922	81,416	81,294	358,961	33,471
GROSS EXPENDITURE	421,444	30,027	19,381	48,146	76,814	80,922	81,416	81,294	368,592	33,471
SUBSIDIES	0	0	0	0	0	0	0	0	0	0
GRANTS	0	0	0	0	0	0	0	0	0	0
OTHER EXTERNAL FUNDS	0	0	0	0	0	0	0	0	0	0
NET CAPITAL EXPENDITURE	421,444	30,027	19,381	48,146	76,814	80,922	81,416	81,294	368,592	33,471

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR METRO TORONTO HOUSING COMPANY

					ESTIMATED EXPENDITURES (GROSS)							
DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
			THOUSANDS OF DOLLARS									
WORKS IN PROGRESS:-												
3 ROWNTREE MANOR	3	14,374	15,389	14,174	200	0	0	0	0	200	0	
4 DONLANDS/COSBURN	4	14,638	14,638	5,207	9,431	0	0	0	0	9,431	0	
		29,012	30,027	19,381	9,631	0	0	0	0	9,631	0	
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE:-												
5 SENIOR CITIZENS HOUSING - UNSPECIFIED	5	143,432	0	0	13,077	29,498	31,240	29,250	26,520	129,585	13,847	
6 SINGLE PERSONS HOUSING - UNSPECIFIED	6	19,340	0	0	3,500	3,675	3,859	4,052	4,254	19,340	0	
7 FAMILY HOUSING - UNSPECIFIED	7	229,660	0	0	21,938	43,641	45,823	48,114	50,520	210,036	19,624	
		392,432	0	0	38,515	76,814	80,922	81,416	81,294	358,961	33,471	

4

KIPLING ACRES CONSTRUCTION PROJECT.

The Metropolitan Executive Committee recommends the adoption of the following report (November 29, 1984) from the Commissioner of Community Services:

Comments:

The construction on this project which has been behind schedule for some time, is now in considerable disarray as the electrical subcontractor Dom-Mar Electric Limited has walked off the job and is refusing to perform any more work on the job unless it is compensated an additional amount of $450,000.00 beyond its original contract price. The general contractor is West York Construction Limited, who has indicated that it is not in a position to pay and absorb this additional amount and is looking to the Metropolitan Corporation for assistance in solving the problem.

The project was planned in three phases to accommodate residents: Phase I was construction of the new wing which is completed and occupied; Phase II (renovation of the northerly end of the original building) is now in progress; and Phase III is the renovation of the southerly end of the original block, which is still occupied by approximately 110 residents, the plan being once Phase II is completed to move the residents of the southerly end into the completed northerly end and start the Phase III renovations. The original schedule submitted by West York Construction Limited, indicated that Phase I was to be started on May 2, 1983, and completed by March 26, 1984, Phase II to be started on April 2, 1984, and completed by October 8, 1984, and Phase III to be started on October 15, 1984, and completed by April 15, 1985. In actual fact Phase I was only completed on August 1, 1984, and Phase II commenced on August 10, 1984.

Other sub trades have advised of serious problems because of delays which are becoming worse daily because the electrical subcontractor has left the job. Meetings have been held with the electrical subcontractor, his solicitor, the general contractor and his solicitor, our consultants on the job and the Metropolitan Legal Department. At this time, we have put West York Construction Limited, under notice that it is in default under its contract, and that it has 10 days to have an electrical subcontractor on the job satisfactory to us, and we have also put the bonding company, The Canadian Great Lakes Casualty and Surety Company, Limited, on notice that the contractor is in default.

The main concern at this time is the domino effect that takes place when one of the main subcontractors is off the job and we are, therefore, trying to see if we can come up with some solution to the problem. The general contractor's advice that it cannot absorb the additional electrical cost could be accurate. West York's president, Mr. Adam Kunst, also advises me that there was no performance bond put up by the electrical subcontractor, Dom-Mar Electric Limited, and that therefore the only course open is for West York Construction Limited to sue Dom Mar Electric Limited for breach of contract. This points out the need to change the Metropolitan Corporation's tendering policy so as to require major sub trades to obtain performance bonding in favour of the general contractor.

There are performance and payment bonds (each in the amount of $4,056,750.00) in favour of the Metropolitan Corporation with respect to West York's general contract. The payment bond also protects West York's direct subcontractors and suppliers for their original agreed prices. It would have no application to "additional" payments of the type demanded by Dom-Mar Electric Limited. The bonding company, The Canadian Great Lakes Casualty and Surety Company, Limited, was represented at a meeting on November 12, 1984, and indicated a concern over the amount of the claim and that they should have been notified earlier.

The list of events to date are that on October 3, 1984, West York's solicitor, notified the Metropolitan Corporation that Dom-Mar Electric Limited had left the project and requested the Metropolitan Corporation to convene a meeting.

The first date Dom-Mar Electric Limited and his solicitor would attend was October 26, 1984, which they attended. The magnitude of the problem was still not known and Dom-Mar Electric Limited was requested to advise in writing. A meeting with Dom-Mar Electric Limited and West York Construction Limited was arranged for October 29, 1984, and Dom-Mar Electric Limited presented their proposal for an additional $512,000.00. This amount was subsequently reduced by Dom-Mar Electric Limited to $450,000.00 on November 13, 1984. The bonding company was put on notice by the Metropolitan Corporation on November 1, 1984.

The Metropolitan Corporation's architectural consultants on this project have suggested that it is very important that work continue so that the other sub trades stay on the job, and the period during which we have a partly-renovated building occupied at the south end by our residents is minimized. The concern is that we will have everybody off the job, and obliged to look to the bonding company for completion. This can mean further delay while a new contractor is found (and possibly some subcontractors replaced). Diversion of significant amounts of staff time would be inevitable.

A possible solution would be for Metropolitan Toronto to agree on some basis to share in the extra electrical costs with the general contractor. This is a practice that has been used in the past in the private sector, and it means that the job continues and we hopefully avoid a lot of litigation and further delays on the project. The arrangement would be that the general contractor would immediately agree to commence legal action against Dom-Mar Electric Limited for default on their contract on behalf of themselves and the Metropolitan Corporation, that we receive a waiver of all or any other claims from either the general contractor or his subcontractors dealing with their purported delay claims caused by either ourselves or our consultants, and that the bonding company, the Metropolitan Corporation, and West York Construction Limited agree to share the additional electrical costs net of any funds obtained by the law suit against Dom-Mar Electric Limited.

The sharing of these costs could be on the following basis: 25 per cent. to the bonding company, 25 per cent. to the Metropolitan Corporation, and 50 per cent. to West York Construction Limited, with a maximum contribution from the bonding company and the Metropolitan Corporation.

Arrangements were made to obtain quotations from electrical contractors by the mechanical consultants, Rybka, Smith and Ginsler, by 3:00 p.m. on Wednesday, November 28, 1984. The mechancial consultants requested estimates to complete the electrical work from 15 electrical contractors.

Bids were opened by the General Manager, Homes for the Aged, together with representatives of the bonding company and West York Construction Limited, as follows:

Electrical Contractor	Stipulated Price	Performance Bond	Total
Quantech Electrical Contractors Limited	Cost plus Time and Material		
Bright Electric Limited	Cost plus Time and Material		
Industrial Electrical Contractors Limited	$ 1,290,000.00	$ 5,800.00	$ 1,295,800.00
Express Electric Limited/ Construction Contractors Ltd.	773,500.00	5,100.00	778,600.00
Prudential Electric	935,000.00	5,000.00	940,000.00

Electrical Contractor	Stipulated Price	Performance Bond	Total
Ainsworth Electric Co. Ltd.	593,000.00	1,800.00	594,800.00
Trident Electric	1,125,000.00	- (?)	1,125,000.00
Dom-Mar Electric Ltd.	750,000.00	- (?)	750,000.00

There is $316,388.03 uncertified work left on the original electrical contract of $1,099,009.70; this amount includes all Change Orders to date. The unpaid balance, including the 10 per cent. holdback on the electrical contract is $394,651.01. Therefore, based on the lowest acceptable electrical bid received from Ainsworth Electric Company, Limited, the additional amount of cost of electrical work over and above the original electrical contract is $278,400.00.

The consultants would have to spend considerably more time than they have been, (almost daily supervision) to assist the new electrical subcontractor to pick up the work which is in various stages of completion. I would suggest that part of the recommendation be that the architect and the electrical consultants must have a person on the job daily to give direction and review what is to be done in order to move this project along and complete it within a reasonable time frame. This should be carried out at no further cost to the Metropolitan Corporation.

Recommendations:

It is therefore recommended that:

(1) provided West York Construction Limited, furnishes to the Metropolitan Corporation, a waiver of all delay claims from itself and its subcontractors and immediately commences legal action against Dom-Mar Electric Limited on behalf of itself and the bonding company and the Metropolitan Corporation;

(2) The Canadian Great Lakes Casualty and Surety Company, Limited, agree to share in the additional cost of completing the electrical work at Kipling Acres, in the amount of 25 per cent. to a maximum of $70,000.00;

(3) the Metropolitan Corporation agree to share in the additional cost of completing the electrical work at Kipling Acres up to 25 per cent. to a maximum of $70,000.00;

(4) West York Construction Limited agree to complete the project without further delay;

(5) the consultants on the job, Sievenpiper Architects and Rybka, Smith and Ginsler provide on-site supervision on a daily basis at no additional cost to the Metropolitan Corporation;

(6) the Metropolitan Corporation review its bonding policy for future jobs to examine the advisability of requiring the major subcontractors to provide performance bonds; and

(7) the appropriate Metropolitan Officials be authorized to take the necessary action to give effect thereto.

Respectfully submitted,

C. DENNIS FLYNN
Metropolitan Toronto Chairman.

Toronto, December 4, 1984.

January 3, 1985

SUMMARY REPORT OF THE 1985 - 1989 CAPITAL PROGRAM REVIEW

BY: ALDERMAN J. ROWLANDS

DEPARTMENT OF AMBULANCE SERVICES

(In $000's)

	1985	1986	1987	1988	1989
Net Cost					
Targets as Approved by Council (February 28, 1984)	1,500	1,500	1,500	1,500	-
Department's Submission	1,850	1,875	2,250	1,575	1,500
Recommended Funding	1,775	2,210	2,150	1,575	1,500
Effect on Establishment					
Cumulative Staff Requirements	0	0	0	0	0

Recommendations

1. It is recommended that the 1985-1989 Capital Program be approved subject to the following changes:

		Increase/(Decrease) to Requested Program ($000)				
Item No.	Name	1985	1986	1987	1988	1989
2	Mobile Power Generator Unit	(75)	235			
6	Ambulance Station Lansdowne/Queen	(300)	(225)			
7	Ambulance Station Midland Avenue			(300)	(400)	
9	Modifications to 4330 Dufferin Street		100	(100)		
10	Acquisition of Land for Ambulance Stations	300		300		
11	Construction of Stations		225		400	
	TOTAL CHANGE	(75)	335	(100)		

2. It is recommended that after the pilot program for the vehicle location system is completed, the department prepare a report for Metro Council with a cost/benefit analysis of the system and an indication of the level of financial assistance from the Province.

Overview of the Department of Ambulance Services Capital Program

General

With the amalgamation of ambulance services in 1975, it was recognized that many of the existing stations were inadequate to meet the department's requirements and that less than satisfactory ambulance coverage was provided.

In order to ensure improvement in ambulance coverage, one of the major priorities was the establishment of a capital works program to provide for the consolidation of station locations to ensure long-term geographical coverage for the Metropolitan Toronto area. In addition, it was also determined that a modern dispatch system using available computer technology, was required to improve call response times and effective utilization of the ambulance vehicle fleet in light of steadily increasing call volumes.

Attachment A sets out the 1985-1995 Ambulance Station Program as prepared by the department. In 1984, there are 25 stations on Metro-owned properties (at 4 locations the facilities are considered inadequate), 4 properties secured by long-term leases and 11 stations leased on a short-term basis. By 1995, this program will provide the Corporation with direct control of 36 ambulance stations with five other stations being secured by long-term leases, for a total of 41 strategically located ambulance bases across Metro. Average emergency call response time and fleet utilization will also be improved through the use of a computer assisted dispatch and vehicle location system.

The 1985-1989 Capital Budget Submission

The major portion of the department's capital submission is related to the acquisition of sites and construction of stations. Funds have been requested for ten stations over the next five years at a planned construction rate of two per year. This is consistent with the Ambulance Station Program which sets out a completion schedule for the long term.

Two projects, the Mobile Power Generator Unit and the Vehicle Location System, were approved in the 1984-1988 Capital Program but no expenditures are projected for 1984.

Both have been resubmitted at the same total project cost as was approved in the 1984 5-year program.

The Downtown ambulance station, a project identified in the capital program in previous years, has not been included in the 1985-1989 capital submission. On December 6, 1983, Metropolitan Council approved a proposal by the Metro Parks and Property Department whereby a piece of land owned by the Ambulance Department at Queen and Berti Streets would be exchanged for a 6 bay ambulance station, including land, to be built by the developer at Richmond and Berti Streets. The land transfer is currently awaiting the necessary rezoning approvals. No funds need to be allocated to this project as land and station construction costs are to be assumed by the developer.

There is one new project, Modifications to 4330 Dufferin Street, which entails construction of additional office space within the headquarters complex planned for 1986 and 1987.

Comments on Projects

Works in Progress

Item No. 1: Ambulance Station, Royal York/Dundas

Project Gross Expenditures

	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	300	300	-	-	-	600
Recommended Funding	300	300	-	-	-	600

Metropolitan Council on June 19, 1984, by adoption of Executive Committee Report No. 17, Clause No. 31, authorized an amount of $600 thousand to be expended on acquiring a site in the Royal York and Dundas area and for constructing a station on that site.

The additional $253 thousand required was transferred from the Acquisition of Land for Ambulance Stations item to the Royal York/Dundas project. This was to be used towards the cost of purchasing a site and for the construction expenses estimated for the station.

At the time, the suitability of a Metro-owned site at the Royal York/Dundas West Interchange was being thoroughly investigated. In view of the strong local resident opposition, it was later decided that an alternative site would be acquired.

To date, several sites have been identified as possibilities, but it is not expected that a site will be acquired until 1985.

Item No. 2: **Mobile Power Generator Unit**

	Project Gross Expenditures					
	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	375	100	-	-	-	635
Recommended Funding	300	335	-	-	-	635

A report was prepared in 1983 outlining the advantages and costs to the department of having an alternate power source and back-up control centre. The rationale behind this acquisition was based on a series of incidents when the department lost complete use of their Control Centre.

After considering several options, the department proposed a mobile power generator coupled with a self-contained control centre trailer. This was recommended as the best alternative because:

(i) It was the least expensive of the four options considered.

(ii) The control centre trailer can be kept and maintained at D.A.S. Headquarters. If the Headquarters Control Centre becomes inoperable the staff can immediately shift to the back-up facility with no delay.

(iii) If the Headquarters site is threatened, the Back-up Control Centre can be moved to a safe location.

(iv) The Back-up Control Centre can be used at major incidents or events.

The truck/tractor and the trailer shell were to be purchased in 1984 with the required modifications to be carried out in 1984 and 1985. As a result of a heavy time commitment to planning and co-ordinating emergency services for the Papal Visit and Royal Tour, the equipment specifications were not submitted to the City of Toronto Purchasing and Supply Department for bids until October, 1984. The mobile power generator unit and control centre trailer will not be purchased in 1984 and the $160 thousand projected to be spent in 1984 will then be required for 1985.

Due to this delay, it is recommended that $300 thousand be provided in 1985 and $335 thousand provided in 1986, for a total project allocation of $635 thousand.

Works With No Commitments

Item No. 3: Ambulance Station, Finch/Birchmount

Project Gross Expenditures

	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	300	300	-	-	-	600
Recommended Funding	300	300	-	-	-	600

In the construction timetable for the years 1984 to 1995 submitted as an appendix to last year's Capital Program, the Finch/Birchmount station was scheduled to be built in 1987 and 1988. The priority has since changed, in response to a faster rate of growth in the residential and commercial population in the area.

As an alternative, depending on the availability of land, the department is considering constructing a station in the area of Finch and Midland which would provide coverage for the Finch/Birchmount area and the Midland/Sheppard area. The station currently at Midland and Sheppard is on a month-to-month lease from the City of Scarborough and therefore is not a secure facility (see Item 7).

While an exploratory search has revealed there is property for sale in the area, Metro Parks and Property Department has indicated that the cost of acquiring land will be expensive. Therefore, $600 thousand is considered a reasonable figure for the acquisition of a site and construction of a station in this area.

Item No. 4: Ambulance Station, Weston Road/Highway 401

	Project Gross Expenditures					
	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	325	350	-	-	-	675
Recommended Funding	325	350	-	-	-	675

This station will replace Station #30, 1080 Weston Road, currently on a lease that expires at the end of 1986. A preliminary scan of the area by the department indicates there are few sites readily available. The priority of this station has been advanced because of the expected difficulty in locating a suitable site in a few years time.

It is the department's understanding that the City of York Fire Department may be building a fire hall to replace one on lease in the area. The possibility of constructing a two bay facility adjacent to this fire hall is being explored.

Item No. 5: Vehicle Location System

	Project Gross Expenditures					
	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	250	500	1,250	-	-	2,000
Recommended Funding	250	500	1,250	-	-	2,000

An automatic vehicle location system will advise the dispatchers as to the identity of the closest ambulance to any emergency call. This will have a positive effect on emergency service and will allow for greater utilization of the existing ambulance fleet.

In 1984, technical resources were not available to conduct the planned developmental work on the vehicle location system because of the department's commitment to planning for special events, primarily the Papal Visit and the Royal Tour.

For 1985, $250 thousand is being requested to carry out a pilot program which will test and evaluate the technology. A report will be prepared for Metro Council outlining the proposed pilot program. After the pilot is completed, it is recommended that the department report back to Metro Council with a cost/benefit analysis of the vehicle location system and an indication of the level of financial assistance from the Province.

Item No. 6: Ambulance Station, Lansdowne/Queen

	Project Gross Expenditures					
	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	300	225	-	-	-	525
Recommended Funding	-	-	-	-	-	0

In their capital submission, the Ambulance Department included $525.0 thousand for a station to replace #37 at 140 Lansdowne Avenue, which is on lease until the end of 1988.

Sites are difficult to find in the downtown area as evidenced by the lengthy search for an appropriate location to service the CNE grounds and Richmond Street area. The department is not certain that a suitable site will be secured for station #37 in 1985.

Given this uncertainty, it is recommended that $300 thousand be included in the item entitled Acquisition of Land for Ambulance Stations for 1985 and $225 thousand included in the Construction of Ambulance Stations item for 1986. This would allow the department the flexibility to acquire a site for another station identified in their Ambulance Station Program (Attachment A), should the Lansdowne/Queen location search prove unsuccessful.

Therefore, Item No. 6 Ambulance Station -Lansdowne/Queen should be deleted from the 1985-1989 Capital Program.

Item No. 7: Ambulance Station, Midland Avenue

	Project Gross Expenditures					
	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	-	-	300	400	-	700
Recommended Funding	-	-	-	-	-	0

The existing Midland Avenue station requires major reconstruction and the City of Scarborough, which owns the building, has indicated it wishes to use the site for future development. Therefore, a replacement location is required in order to service this area of Scarborough.

During 1983 and 1984, the City of Scarborough and the Department of Ambulance Services considered several sites, but none were acceptable to both parties. This station is currently on a month-to-month lease and the department feels it is unlikely a suitable piece of property will become available in the near future.

It is the department's understanding that a grade separation is planned in the Midland Avenue and Sheppard Avenue east area. Work is tentatively scheduled to begin in 1986 with a completion date of 1989. Canadian Transport Commission approval must be obtained and the Federal subsidy agreed upon before work can commence. The Ambulance Department has requested $700 thousand total over the years 1987 and 1988, with the understanding from the Roads and Traffic Department that there may be surplus land available for an ambulance station.

In view of the possible time delay for the grading to begin and since it can't be known at this time whether there will be property available for an ambulance station, it is recommended that $300 thousand be included in the Acquisition of Land for Ambulance Stations item in 1987 and $400 thousand included in the Construction of Ambulance Stations item for 1988. These funds can then be used to purchase other station sites emphasized in the department's Ambulance Station Program.

Therefore, Item No. 7 Ambulance Station, Midland Avenue should be deleted from the 1985-1989 Capital Program.

Item No. 8: Ambulance Station, Strachan/King

	Project Gross Expenditures					
	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	-	-	400	450	-	850
Recommended Funding	-	-	400	450	-	850

This station was listed in the 1984-1988 Capital Program under the title CNE/Richmond Area. It is now proposed that the station be located east of Dufferin Street, in the vicinity of Strachan Avenue and King Street.

The timing of this station has been delayed to 1987 and 1988 due to the uncertainty about future road construction and redevelopment of the surrounding area. Station #35 at 866 Richmond Street West, on lease until 1988, and the CNE facilities, currently provide ambulance coverage for the area.

Item No. 9: Modifications to 4330 Dufferin Street

	Project Gross Expenditures					
	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	-	100	300	-	-	400
Recommended Funding	-	200	200	-	-	400

Due to the overall growth of the department and the resulting increase in administrative and support staff since the headquarters building was first occupied in 1980, the department is requesting funds in 1986 and 1987 to construct additional offices within the headquarters complex. The plan is to build a second floor above the lobby, which was allowed for in the original design of the building, and connect this to the existing second floor offices.

It is recommended, that $200 thousand be provided in 1986 and $200 thousand in 1987 for these purposes and that the department prepare a report by September, 1985, to be considered during the review of the 1986-1990 Capital Program. This report should provide a justification for the requested office space, the various options available to the department to accommodate staff, the costs and a recommended course of action.

Item No. 10: Acquisition of Land For Ambulance Stations

	Project Gross Expenditures					
	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	-	-	-	725	750	1,475
Recommended Funding	300	-	300	725	750	2,075

On June 19, 1984, Metropolitan Council approved the allocation of $290 thousand to be transferred from the Acquisition of Land for Ambulance Stations project to the Royal York/Dundas station ($263 thousand) and to the Cedarvale station ($27 thousand).

The 1985-1989 capital submission does not provide funds in the years 1985-1987 for land acquisition. As explained on page 11 of this report, the purpose of having such a capital item is to allow the department to purchase station sites as they become available. The critical factor in determining when a station can be built is the acquisition of a suitable piece of property.

In addition to the 1988 and 1989 request, it is recommended that $300 thousand be provided in 1985 and $300 thousand in 1987. This will result in the reallocation of funds from Item No. 6 Ambulance Station Lansdowne/Queen and Item No. 7 Ambulance Station Midland Avenue respectively.

Item No. 11: Construction of Ambulance Stations

	Project Gross Expenditures					
	1985	1986	1987	1988	1989	Total Project Cost
Departmental Request	-	-	-	-	750	750
Recommended Funding	-	225	-	400	750	1,375

To be consistent with the rationale behind the funding recommended for the Acquisition of Land item, funds should be available in the next year to follow through with the station construction.

It is recommended that funds provided in the second year for Item No. 6 Ambulance Station Lansdowne/Queen and Item No. 7 Ambulance Station Midland Avenue be included in the Construction of Ambulance Stations item. These changes would result in $225 thousand in 1986, $400 thousand in 1988 and $750 thousand in 1989.

THE DEPARTMENT OF AMBULANCE SERVICES
1985 TO 1995 AMBULANCE STATION PROGRAM

With the amalgamation of ambulance services in 1975, it was recognized that many of the existing stations were inadequate to meet the Department's requirements, and that less than satisfactory ambulance coverage was being provided.

In order to ensure the improvement in ambulance coverage, one of the major priorities was the establishment of a capital works program to provide for the consolidation of station locations to ensure long-term geographical coverage for the Metropolitan Toronto area.

To date, the Corporation has successfully constructed or purchased and renovated 21 stations at key locations.

Map 1 indicates the present position and status of ambulance stations being used by the Department.

Map 2 indicates the position and status based on our projections up to the year 1995.

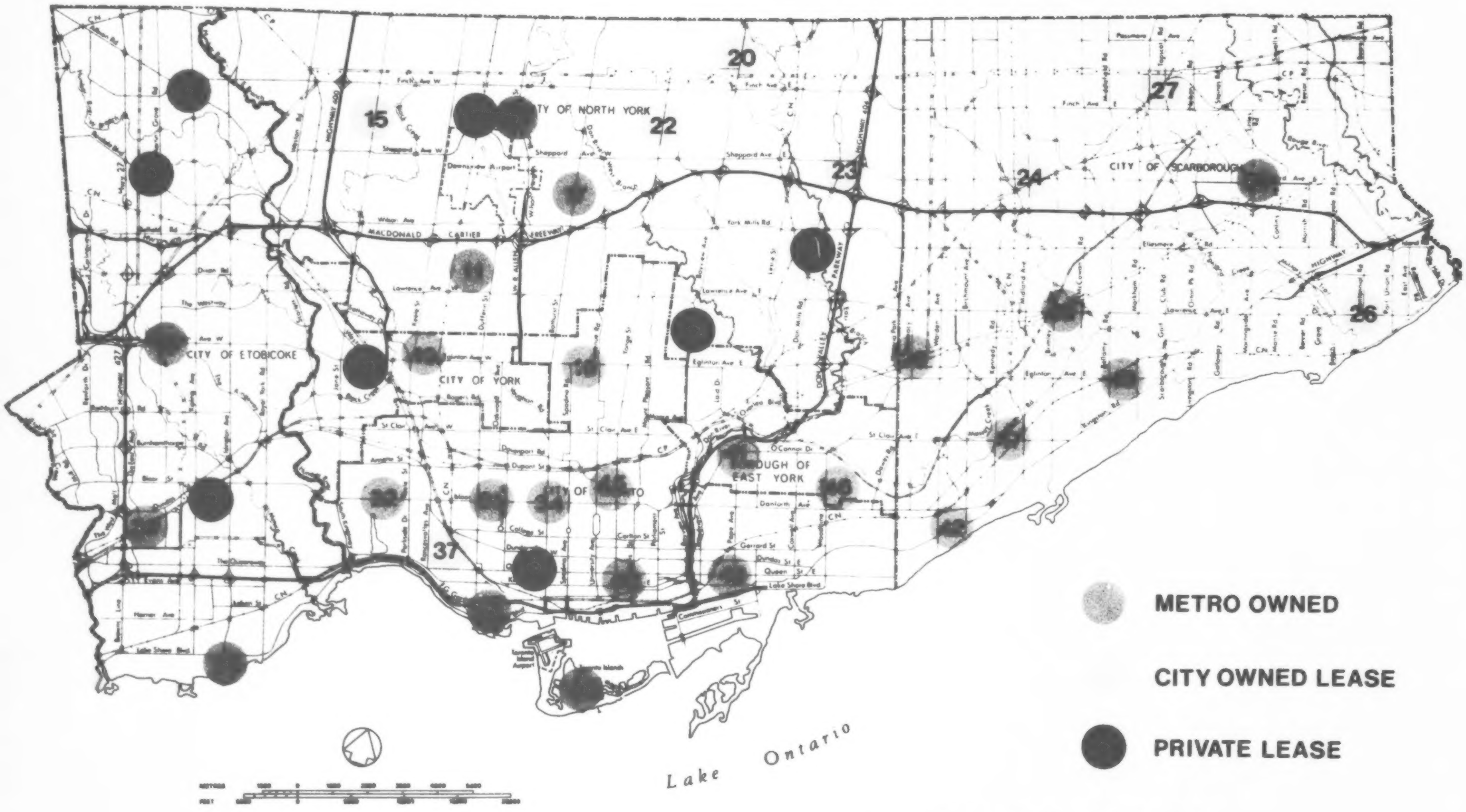
This program, when completed, will provide the Corporation with direct control of 36 ambulance stations, with five other stations being secured by long-term leases, for a total of 41 strategically located ambulance bases across Metro by 1995.

JOHN DEAN
Commissioner

REFER TO MAP 1

STATUS OF AMBULANCE STATIONS, JANUARY 1985

	ADDRESS	LEASE EXPIRY	COMMENTS
	METRO-OWNED PROPERTIES		
01	4330 Dufferin St., Downsview		Secure
11	1135 Caledonia Rd., Toronto		"
12	Kipling & Albion Rd.		"
13	555 Martingrove Rd., Weston		"
17	4135 Bathurst St., Downsview		"
18	643 Eglinton Ave. W., Toronto		"
19	2660 Eglinton Ave. W., Toronto		"
25	8200 Sheppard Ave. E., Scarb.		"
28	Bendale Acres		"
29	887 Pharmacy Ave., Scarb.		"
32	9 Clendenan Ave., Toronto		"
33	Dovercourt Rd., N. of Bloor		"
38	2765 Lakeshore Blvd. W., Etob.		"
39	155 The East Mall		"
40	Richmond and Berti Streets		"
41	1300 Pape Ave., Toronto		"
42	1535 Kingston Rd., Scarb.		"
46	103 Cedarvale Avenue		"
47	3600 St. Clair Ave. E., Toronto		"
48	Toronto Island		"
49	3100 Eglinton Ave. E., Toronto		"
34	674 Markham St., Toronto	6 Months Notice	Metro owned
36	CNE Connaught Ave., Toronto	C.N.E. Grounds	Inadequate facilities
43	126 Pape Ave., Toronto	6 Months Notice	Metro owned
45	2 New Street, Toronto	6 Months Notice	Metro owned
	CITY AND BOROUGH-OWNED PROPERTIES		
15	Jane & Grand Ravine	15 yrs. + 15 yrs. - 1996	Secure
20	3300 Bayview & Riseborough	15 yrs. + 15 yrs. - 1994	"
23	115 Parkway Forest Dr.	25 yrs. + 25 yrs. - 2008	"
27	900 Tapscott Rd.	25 yrs. + 25 yrs. - 2010	"
22	6 Empress Ave., Willowdale	August 31, 1985	Potential redevelopment
24	2461 Midland Ave.	Month-to-Month	City firehall (Scar.)
26	5316 Lawrence Ave., E.	November 30, 1984	City firehall (Scarb.)
37	140 Lansdowne Ave., Toronto	December 31, 1988	City firehall (Toronto)
	LEASE PROPERTIES		
02	24 Mallard Drive	January 31, 1987	Secure for two years
14	321 Rexdale Blvd., Rexdale	September 30, 1987	Secure for two years
16	3990 Chesswood Dr.	January 14, 1987	Secure for two years
21	2075 Bayview Ave., Toronto	March 31, 1985	Secure for one years
30	1080 Weston Rd., Toronto	November 30, 1986	Secure for one years
31	369 Olivewood Rd., Etob.	November 30, 1988	Secure for three years
35	866 Richmond St. W., Toronto	December 31, 1988	Secure for four years


METRO OWNED
CITY OWNED LEASE
PRIVATE LEASE
CITY OF ETOBICOKE
CITY OF NORTH YORK
CITY OF YORK
CITY OF TORONTO
BOROUGH OF EAST YORK
CITY OF SCARBOROUGH
Lake Ontario
15
20
22
23
24
26
27
37
HIGHWAY 401
HIGHWAY 400
HIGHWAY 404
HIGHWAY 427
MACDONALD CARTIER FREEWAY
DON VALLEY PARKWAY
Finch Ave W
Sheppard Ave W
Lawrence Ave W
Eglinton Ave W
St Clair Ave W
Dundas St E
Queen St E
Lake Shore Blvd

METROPOLITAN TORONTO
DEPARTMENT OF AMBULANCE SERVICES

AMBULANCE STATIONS
MAP 1 (PRESENT — 1985)

REFER TO MAP 2

1985 TO 1995 AMBULANCE STATION PROGRAM

1985 & 1986

#31 Stn., Royal York/Dundas St.	Build station, presently a leased unit.
#30 Stn., Weston Rd. & Hwy. 401	Build station to maintain coverage in area.
#37 Stn., Lansdowne & Queen St.	Build station to replace a single bay location (#37 Station), to secure area coverage.
# A Stn., Finch & Birchmount Area	Building station to maintain response time to area.

1987 & 1988

#24 Stn., 2461 Midland Ave., Scarborough	Purchase or build a station in the area.
#35 Stn., Strachan/King St.	Build replacement station outside C.N.E. Existing station totally inadequate.

1988 & 1989

#14 Stn., Rexdale & Martingrove	Build station to replace existing leased location (#14 Station), to secure area coverage.
#45 Stn., 135 Davenport Rd., Toronto	Build station, present facilities inadequate.

1989 & 1990

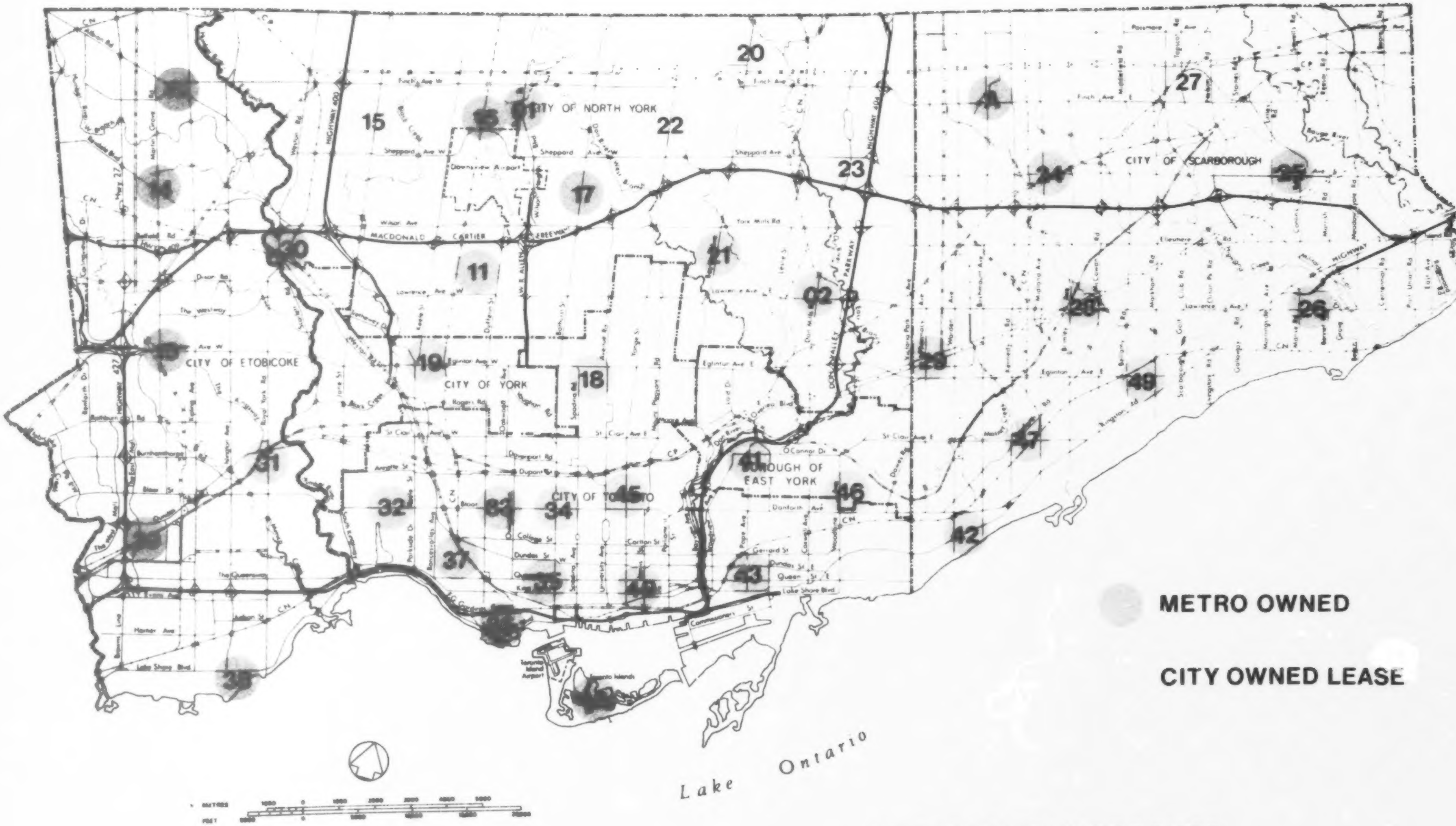
#43 Stn., 126 Pape Ave., Toronto	Build station, present facilities inadequate.
#26 Stn., Port Union Rd., Scarborough	Build station to provide coverage for area.

1990 & 1991

#21 Stn., Sunnybrook Hospital	Build station to replace leased quarters; should be located in the same area.

1991 TO 1995

#02 Stn., 24 Mallard Drive	Build station, presently a leased location.
#34 Stn., 674 Markham St.	Build station, presently a leased location.
#22 Stn., 6 Empress Drive	Build station, present facilities inadequate.
#16 Stn., Chesswood Drive	Build station, presently a leased location.
#36 Stn., Inside C.N.E. Grounds	Build station, present facilities inadequate.


CITY OF NORTH YORK
CITY OF SCARBOROUGH
CITY OF ETOBICOKE
CITY OF YORK
CITY OF TORONTO
BOROUGH OF EAST YORK
Lake Ontario
20
15
22
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METRO OWNED
CITY OWNED LEASE

METROPOLITAN TORONTO
DEPARTMENT OF AMBULANCE SERVICES

AMBULANCE STATIONS
MAP 2 (PROPOSED BY 1995)

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR AMBULANCE SERVICES

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				ESTIMATED EXPENDITURES (GROSS)								
				THOUSANDS OF DOLLARS								
SUMMARY												
WORKS IN PROGRESS		1,235	600	0 ~~160~~	600 ~~675~~	635 ~~400~~	0	0	0	1,235 ~~1,075~~	0	
WORKS WITH SOME COMMITMENT		0	0	0	0	0	0	0	0	0	0	
WORKS WITH NO COMMITMENTS MADE		7,975	425	0	1,175	1,575 ~~1,475~~	2,150 ~~2,250~~	1,575	1,500	7,975	0	
GROSS EXPENDITURE		9,210	1,025	0 ~~160~~	1,775 ~~1,850~~	2,210 ~~1,875~~	2,150 ~~2,250~~	1,575	1,500	9,210 ~~9,050~~	0	
SUBSIDIES		0	0	0	0	0	0	0	0	0	0	
GRANTS		0	0	0	0	0	0	0	0	0	0	
OTHER EXTERNAL FUNDS		0	0	0	0	0	0	0	0	0	0	
NET CAPITAL EXPENDITURE		9,210	1,025	0 ~~160~~	1,775 ~~1,850~~	2,210 ~~1,875~~	2,160 ~~2,250~~	1,575	1,500	9,210 ~~9,050~~	0	
WORKS IN PROGRESS:-												
1 **AMBULANCE STATION-** ROYAL YORK/DUNDAS	1	600	600	0	300	300	0	0	0	600	0	
2 **MOBILE POWER GENERATOR UNIT**	2	635	0	0 ~~160~~	300 ~~375~~	335 ~~100~~	0	0	0	635 ~~475~~	0	
		1,235	600	0 ~~160~~	600 ~~675~~	635 ~~400~~	0	0	0	1,255 ~~1,075~~	0	

Attachment B
Page 1 of 2

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR AMBULANCE SERVICES

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	ESTIMATED EXPENDITURES (GROSS) 1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
			THOUSANDS OF DOLLARS									
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE:-												
3 AMBULANCE STATION- FINCH/BIRCHMOUNT	3	600	0	0	300	300	0	0	0	600	0	
4 AMBULANCE STATION- WESTON RD. & HWY. 401	4	675	0	0	325	350	0	0	0	675	0	
5 VEHICLE LOCATION SYSTEM	5	2,000	0	0	250	500	1,250	0	0	2,000	0	
~~6 AMBULANCE STATION-~~ ~~LANSDOWNE/QUEEN~~	~~6~~	~~525~~	~~0~~	~~0~~	~~300~~	~~225~~	~~0~~	~~0~~	~~0~~	~~525~~	~~0~~	
~~7 AMBULANCE STATION~~ ~~MIDLAND AVENUE~~	~~7~~	~~700~~	~~425~~	~~0~~	~~0~~	~~0~~	~~300~~	~~400~~	~~0~~	~~700~~	~~0~~	
6 ~~8~~ AMBULANCE STATION- STRACHAN/KING	8	850	0	0	0	0	400	450	0	850	0	
7 ~~9~~ MODIFICATIONS 4330 DUFFERIN ST	9	400	0	0	0	200 ~~100~~	200 ~~300~~	0	0	400	0	
8 ~~10~~ ACQUISITION OF LAND	10	2,075 ~~1,475~~	0	0	300 ~~0~~	0	300 ~~0~~	725	750	2,075 ~~1,475~~	0	
9 ~~11~~ CONSTRUCTION OF STATIONS	11	1,375 ~~750~~	0	0	0	225 ~~0~~	0	400 ~~0~~	750	1,375 ~~750~~	0	
		7,975	425	0	1,175	1,575 ~~1,475~~	2,150 ~~2,250~~	1,575	1,500	7,975	0	

Attachment B
Page 2 of 2

January 3, 1985

SUMMARY REPORT OF 1985 - 1989 CAPITAL PROGRAM REVIEW

BY: CONTROLLER MORRISH

WORKS DEPARTMENT

(In $000's)

Net Cost	1985	1986	1987	1988	1989
Targets as Approved by Council (February 28, 1984)	46,000	45,000	45,000	45,000	-
Department's Submission					
- Refuse Disposal	13,170	9,445	7,545	5,210	8,489
- Water Pollution Control	24,873	30,466	30,480	29,800	30,794
- Water Supply	7,940	5,074	6,969	11,546	7,047
Total	45,983	44,985	44,994	46,556	46,330
Recommended Funding					
- Refuse Disposal	13,170	9,445	7,545	5,210	8,489
- Water Pollution Control	24,873	30,466	30,480	29,800	30,794
- Water Supply	8,095	5,074	6,969	11,546	7,047
Total	46,138	44,985	44,994	46,556	46,330

Effect on Establishment

	1985	1986	1987	1988	1989
Cumulative Staff Requirements	(1)	1	18	32	32

Summary of Recommendations

It is recommended that:

1. The Works Department's 1985-1989 capital program request be approved as submitted.

2. The following projects which were not closed in 1984 as expected, be added to the 1985-1989 capital program (Page 12).

Item No.	Name	Changes ($000) 1985	1986	1987	1988	1989
Water Supply						
10	2250 mm WM. Easterly Plant to Lawrence/Manse	60	-	-	-	-
11	1350 mm WM. Easterly Plant to Lawrence/Manse & 750 mm WM. Fairwood/Old Kingston Rd.	60	-	-	-	-
12	High Level-Computer/ Supervisory Improvements	20	-	-	-	-
13	Ellesmere Surge Protection	5	-	-	-	-
14	1650, 1350, 1050 and 900 mm WM. Front/Peter - Bloor/ Spadina	10	-	-	-	-
	Total	155	-	-	-	-

3. The Treasury Department establish liability accounts to close out capital projects that have been physically completed (Page 13).

Overview

The Works Department's capital program is determined by the need to provide adequate capacity (refuse disposal, water pollution control and water supply) to service the Metro Community and the need to maintain existing facilities and to improve their effectiveness while meeting the stringent environmental standards established by the government. In addition to these conditions which provide the basis for most of the capital program, the department must also give consideration to the issues and concerns raised by environmental and citizen groups about the impact of the department's refuse disposal and water pollution control operations on the environment as well as the quality of water provided to Metro.

In preparing the 1985-1989 Capital Program, the Works Department reviewed in detail all new and outstanding items and the funding requested in order to balance the various demands which impact the capital program while working within the department's capital targets. The Works Department has done an admirable job in preparing their 1985-1989 Capital Program request.

Works Department's capital targets appear reasonable in relation to the funding requested in the 1985-1989 capital program. However when an overall long range plan for future capital improvements is developed, the targets should be reviewed. This plan is expected in early 1985.

The 1984 projected actual gross expenditure of $44,073 thousand is $4,061 thousand or 8.4% lower than the approved program of $48,134 thousand. Delay in obtaining environmental approval, slower than expected progress on some projects and lower than expected tenders are the main reasons for the under-expenditure. Additional information is available in ATTACHMENT B.

Expansion of Projects

In reviewing the Capital Program, it was noted that a significant number of the items in the program have grown in size and duration through the addition of new projects to an existing item. This has resulted in some of the items listed in the capital program being changed from projects with defined parameters into areas of ongoing activity.

This practice of expanding items in the capital program through the addition of more projects provides a great deal of flexibility to the department concerned as the funding provided under a single O.M.B order can be moved between individual projects in order to meet changing priorities. However, a restructuring of the projects into compatible groupings would provide a significant increase in corporate control.

It is suggested that Works Department analyze the components of each project in the 1985-1989 Capital Program and prepare a revised list of projects with components that are similar in nature for inclusion in the 1986-1990 Capital Program. Also, in future, new items should be identified as separate projects and changes in the scope or funding of existing projects should be fully explained/justified in the capital program submission.

Eligibility for Grants

It has been assumed by the Works Department that all Water Pollution Control and Water Supply projects with the exception of Item No. 7: Sewer Separation Subsidy for Water Pollution Control, will be eligible for 15% Provincial Grants. There is no guarantee however, that this direct grant program will be sustained at the same level throughout the program. Any reduction in Provincial funding would require that the Works Department reduce the gross expenditure for water pollution and water supply projects unless Metro decides to provide 100% funding.

Changes to Staff Strength

The following is a summary of the annual changes to the establishment of the Works Department if the 1985-1989 capital program is approved:

	1985	1986	1987	1988	1989
Refuse Disposal	(1)	(1)	6	0	0
Water Pollution Control	0	3	13	14	0
Water Supply	0	0	(2)	0	0
Total Annual Changes - Added/(Deleted)	(1)	2	17	14	0
Cumulative Staff Requirements	(1)	1	18	32	32

Refer to ATTACHMENT A for details of the staff changes within the three divisions.

Comments on Projects

Of the thirty-three projects included in the 1985-1989 capital program of the Works Department, the following have been selected for comment due to overall size, large cost changes or because they are new projects.

A. Refuse Disposal

Item No. 1: Disco Transfer Station

	1985	1986	1987	1988	1989
Department's Request	4,200	150	-	-	-
Recommended Funding	4,200	150	-	-	-

This project is for the construction of a transfer station, which will be situated in the City of Etobicoke on Disco Road and will be able to handle weekly loads of up to 5,000 tonnes when completed. The station is planned to be opened by July 1, 1985. The reduction in the requested funding is due to the construction tender being less than expected. Funding in 1986 is for landscaping, etc. of the new facility.

Item No. 4: Brock West Development

	1985	1986	1987	1988	1989
Department's Request	1,025	845	995	1,100	850
Recommended Funding	1,025	845	995	1,100	850

Brock West is one of two landfill sites used by Metro for the disposal of refuse. In 1985, it is anticipated that it will receive approximately 45% of all refuse handled by Metro Toronto. The 1985 funding is to provide for on-going site development, restoration and gas collection.

Item No. 6: Keele Valley Development

	1985	1986	1987	1988	1989
Department's Request	4,395	4,000	4,000	4,000	4,000
Recommended Funding	4,395	4,000	4,000	4,000	4,000

The Keele Valley refuse disposal site was opened during 1984 and in 1985 it is estimated that this site will receive approximately 55% of all refuse handled by Metro Toronto.

The projected actual expenditures to the end of 1984 for the Keele Valley Development project of $9,041 thousand are $659 thousand less than the amount projected for 1983 and 1984 when the project was established in the 1983-1987 capital program.

Item No. 10: Ingram Transfer Station

	1985	1986	1987	1988	1989
Department's Request	1,970	3,855	2,400	-	-
Recommended Funding	1,970	3,855	2,400	-	-

This project involves the construction of an enclosed transfer station on Ingram Drive to replace the existing open-air transfer station which is deficient in terms of today's environmental standards and the operation of which eventually might have been terminated by the Ministry of the Environment. This station is presently operating under a provisional Certificate of Approval.

It was originally scheduled to be started in 1982 and be finished by 1984. As a result of a delay in obtaining required environmental approval, it is now expected to be finished in 1987. Funds provided in 1985 are for completion of detailed engineering design and commencement of construction work.

B. Water Pollution Control

Item No. 2: Humber Treatment Plant

	1985	1986	1987	1988	1989
Department's Request					
- Gross Basis	4,935	6,853	6,887	7,382	7,798
- Net Basis (85%)	4,195	5,825	5,854	6,275	6,628
Recommended Funding					
- Gross Basis	4,935	6,853	6,887	7,382	7,798
- Net Basis (85%)	4,195	5,825	5,854	6,275	6,628

The Humber Treatment Plant serves a large portion of the City of Etobicoke, portions of the City of Toronto, the City of York and the City of North York as well as part of the Region of Peel. The project was originally intended to increase the hydraulic and treatment capacity of the Humber Treatment Plant to 409,000 cubic metres/day. This portion of the expansion has been constructed and is in operation. However, the average wastewater flow received by the plant is getting close to capacity. Starting in 1988 funds are provided in the capital program to expand the plant capacity to 477,360 cubic metres/day.

The total project cost of $105,518 thousand in the 1985-1989 program is $9,303 thousand higher than the amount reported in the 1984-1988 capital program. This increase is caused by the underestimation of costs for further plant expansion in the 1984-1988 program plus the addition of odour control facilities which were not included in the previous capital program.

Item No. 3: Main Treatment Plant

	1985	1986	1987	1988	1989
Department's Request					
- Gross Basis	18,395	20,148	20,165	22,078	26,132
- Net Basis (85%)	15,636	17,126	17,140	18,766	22,212
Recommended Funding					
- Gross Basis	18,395	20,148	20,165	22,078	26,132
- Net Basis (85%)	15,636	17,126	17,140	18,766	22,212

This project is intended to expand the capacity of the Main Treatment Plant from 818,000 cubic metres/day to 909,000 cubic metres/day to provide required treatment to wastewater and dispersion of treated effluent into Lake Ontario. The plant expansion is necessary because of increasing wastewater flows originating in the drainage area served by the plant. This area includes virtually all of the City of Toronto, a large portion of the City of North York, the westerly portion of the City of Scarborough and a portion of the Borough of East York.

Funds have also been provided in this project for the installation of the necessary facilities to incinerate the sludge transmitted from the Humber Treatment Plant. It is anticipated that waste heat energy will be recovered from the exhaust gases from incineration.

The estimated gross expenditure of $329,315 thousand in the 1985-1989 program is $12,000 thousand less than the estimate provided in the 1984-1988 capital program. The reduction in the estimated cost of the project is due to a $4,800 thousand reduction in the projected cost of the Outlet Contract based on a revised estimate, a $2,800 thousand reduction in the Raw Water Pumping Station because of a change in its scope and a reduction of $4,700 thousand in the projected cost of the Sludge Dewatering and Thermal Conditioning project. This reduction was caused by moving the project forward to 1985-1987 from the post 1988 period and thus eliminating much of the inflationary impact included in the original estimate.

Item No. 4: Highland Creek Treatment Plant

	1985	1986	1987	1988	1989
Department's Request					
- Gross Basis	1,017	5,375	7,025	3,464	-
- Net Basis (85%)	864	4,569	5,971	2,944	-
Recommended Funding					
- Gross Basis	1,017	5,375	7,025	3,464	-
- Net Basis (85%)	864	4,569	5,971	2,944	-

This project will increase the sewage treatment capacity of the Highland Creek Treatment Plant from 145,500 cubic metres/day to 291,000 cubic metres/day in two increments of 72,700 cubic metres/day each. The plant expansion is necessary because of increasing wastewater flows originating in drainage area served by the plant. It serves the major portion of the City of Scarborough where a great amount of new land development is in progress.

The first increment in capacity is completed and the second increment is currently scheduled for after 1989.

Funds are also provided in this project for the installation of necessary facilities to recover and recycle waste heat energy, and thereby reduce the fuel consumption of the plant. The waste heat recovery scheme for Highland Creek Treatment Plant was approved in principle by the Metropolitan Council on April 26, 1983.

Most of the funding requested in the 1985-1989 period is for the waste heat recovery and sludge processing system. The reduction in the total project cost is primarily due to revised cost estimates based on more detailed plans for the new incinerator and heat recovery equipment.

Item No. 7: Sewer Separation Subsidy

	1985	1986	1987	1988	1989
Department's Request	4,000	2,500	1,000	1,000	1,000
Recommended Funding	4,000	2,500	1,000	1,000	1,000

The sewer separation subsidy to area municipalities is intended to encourage the separation of combined storm and sanitary sewage systems. This separation will reduce the wastewater flows to treatment plants. The program was authorized by the Metropolitan Council on June 18, 1974. It is a twenty-year program, which will cost Metro $40,000 thousand.

Based on information provided by area municipalities, an estimate of $4,000 thousand has been included in 1985 to subsidize sewer separation projects. The increase in funding requested for 1985 and 1986 incorporates the increase in the subsidy from 25 to 50 percent for the Borough of East York and City of York for a two year period ending May 1986.

C. Water Supply

Starting with the 1985-1989 Capital Program all open projects are to be included in the capital program. The five projects below (Items 10-14) were expected to be closed in 1984. However, for various reasons the projects were not closed therefore it is recommended that they be added to the 1985-1989 capital program.

Item No. 10: 2250 mm Watermain Easterly Plant to Lawrence/Mance

	1985	1986	1987	1988	1989
Recommended Funding	60	-	-	-	-

Item No. 11: 1350 mm Watermain Easterly Plant to Lawrence/Mance and 750 mm Watermain to Fairwood/Old Kingston Road

	1985	1986	1987	1988	1989
Recommended Funding	60	-	-	-	-

Item No. 12: High Level - Computer/Supervisor Improvements

	1985	1986	1987	1988	1989
Recommended Funding					
- Gross Basis	20	-	-	-	-
- Net Basis (85%)	17	-	-	-	-

Item No. 13 Ellesmere Pumping Station Surge Protection

	1985	1986	1987	1988	1989
Recommended Funding	5	-	-	-	-

Item No. 14: 1650, 1350, 1050 and 900 mm Water Mains Front/Peter - Bloor/Spadina

	1985	1986	1987	1988	1989
Recommended Funding					
- Gross Basis	10	-	-	-	-
- Net Basis (85%)	9	-	-	-	-

In order to avoid a similar situation in the future, it is recommended that the Treasury Department establish liability accounts in order to close out capital projects that have been physically completed but remain as open projects on the Corporation's books as a result of some outstanding financial item such as a property settlement.

Item No. 18: Central Security System

	1985	1986	1987	1988	1989
Department's Request					
- Gross Basis	200	-	-	-	-
- Net Basis (85%)	170	-	-	-	-
Recommended Funding					
- Gross Basis	200	-	-	-	-
- Net Basis (85%)	170	-	-	-	-

This is the only new project which has been added to the 1985-1989 capital program of the Works Department.

The project is to provide for the installation of a computerized card access control and security system for all Water Supply Filtration Plants and unstaffed pumping stations. Any entry to or exit from the station as well as the identity of the person will be recorded by the computer.

CHANGES TO STAFF STRENGTH

	1985	1986	1987	1988	1989
REFUSE DISPOSAL					
1. Disco Transfer Station	(1)	0	0	0	0
9. Automation of Weighing & Billing	0	(1)	(1)	0	0
10. Ingram Transfer Station	0	0	7	0	0
Total - Added/(Deleted)	(1)	(1)	6	0	0

1. Disco Transfer Station

The current establishment of the Grand Transfer Station is 19 and the proposed establishment of Disco Transfer Station is 18. Grand will be closed and its employees moved to Disco when it opens.

9. Automation of Weighing & Billing

With automation of weighing and billing system, two clerical positions will not be required for processing the weigh scale tickets and preparing the invoices.

10. Ingram Transfer Station

With completion of the facility in 1987, 3 Crane Operators and 3 Bulldozer Operators (casual) will be eliminated and replaced by 6 Heavy Equipment Operator positions (permanent). This will have limited impact on operating costs. In addition, 1 Maintenance Man position will also be required.

	1985	1986	1987	1988	1989
WATER POLLUTION CONTROL					
2. Humber Treatment Plant	0	0	1	2	0
3. Main Treatment Plant	0	3	3	0	0
4. Highland Creek Treatment Plant	0	0	9	12	0
Total - Added/(Deleted)	0	3	13	14	0

2. Humber Treatment Plant

The completion of the Effluent Pumping Station in 1987 will require the addition of 1 Maintenance Man.

The completion of the New Primary Tank #10 in 1987 and the New Secondary Treatment facilities in 1988 will require the addition of 1 Maintenance Man and 1 Handyman.

3. Main Treatment Plant

The Automation of Digestion Tanks 5-12 will result in the elimination of 5 Operator positions and the addition of 8 maintenance positions for a net addition of 3 in 1986.

When the Sludge Dewatering and Thermal Conditioning systems come on-line in 1987, 3 Maintenance positions will be required. The Works Department estimates that the Waste Heat Recovery system which is part of the overall sludge processing system, will provide annual cost savings and cost avoidance of $4,000 thousand to $6,000 thousand.

4. Highland Creek Treatment Plant

In 1987, 6 Operators and 3 Maintenance Men will be required as a result of the Decant Liquor Treatment and Waste Sludge Dewatering systems coming on-line.

In 1988, the completion of the Heat Treatment, New Incinerator and Incinerator Modifications contracts will require the addition of 6 Operators (Stationary Engineers) and 6 Maintenance Men. Based on a 1981 consultants report, it is estimated by Works Department that the Waste Heat Recovery system will reduce fuel costs by $263 thousand per year. This report is being updated by the consultants and a more accurate forecast of savings and staffing requirements will be available early in 1985 before a final decision to proceed with this project is made.

	1985	1986	1987	1988	1989
WATER SUPPLY					
1. R.C. Harris Improvements	0	0	(2)	0	0
Total - Added/(Deleted)	0	0	(2)	0	0

1. R.C. Harris Improvements

The planned reduction in staff is due to the automation of the process control system.

ATTACHMENT B

COMPARISON OF PRELIMINARY ACTUAL EXPENDITURES WITH APPROVED GROSS ESTIMATED EXPENDITURES FOR 1984 (IN THOUSANDS OF DOLLARS)

FOR THE PROGRAM: REFUSE DISPOSAL

ITEM NO. IN 1984	PROJECT NAME	PRELIM ACTUAL	APPR EST.	PERCENT VARIANCE	REASONS FOR ANY SIGNIFICANT VARIANCE
1	BEARE DEVELOPMENT	641	1000	-35.90	Funds were provided for leachate control works and pumping station rehabilitation which were deferred to 1985.
2	BROCK WEST DEVELOPMENT	840	1025	-18.05	Funds provided for Purge wells, final cover, landscaping and fencing exceeded 1984 site requirements.
3	KEELE VALLEY DEVELOPMENT	6596	6665	-1.04	
4	LAND FOR REFUSE DISPOSAL SITE	0	75	-100.00	Anticipated land settlement was not finalized.
5	INGRAM TRANSFER STATION	320	1250	-74.40	Funds were provided for commencement of construction in 1984 however the detailed design is still in progress by the consultants.
6	DISCO TRANSFER STATION	6250	7250	-13.79	Contractors progress has been slower than estimated due to poor ground conditions.
7	ENGINEERING STUDIES	17	75	-77.33	Funds were provided for specialized miscellaneous engineering studies & services which were not required in 1984.

COMPARISON OF PRELIMINARY ACTUAL EXPENDITURES WITH APPROVED GROSS ESTIMATED EXPENDITURES FOR 1984 (IN THOUSANDS OF DOLLARS)

FOR THE PROGRAM: REFUSE DISPOSAL

ITEM NO. IN 1984	PROJECT NAME	PRELIM ACTUAL	APPR EST.	PERCENT VARIANCE	REASONS FOR ANY SIGNIFICANT VARIANCE
8	AUTOMATION OF WEIGHING AND BILLING SYSTEM	200	200	0.00	
10	IMPROVEMENTS TO TRANSFER STATIONS	10	200	-95.0	The engineering design for this project which must be carried out in January & February when refuse generation is at its lowest rate, was not sufficiently advanced to allow it to be tendered in January 1984. The project will be constructed in 1985.
	FOR ENTIRE PROGRAM =	14874	17740	-16.16	

COMPARISON OF PRELIMINARY ACTUAL EXPENDITURES WITH APPROVED GROSS ESTIMATED EXPENDITURES FOR 1984 (IN THOUSANDS OF DOLLARS)

FOR THE PROGRAM: WATER POLLUTION CONTROL

ITEM NO. IN 1984	PROJECT NAME	PRELIM ACTUAL	APPR EST.	PERCENT VARIANCE	REASONS FOR ANY SIGNIFICANT VARIANCE
0	NORTH TORONTO T.P.	16	0	0	This item which was dropped from our CWP in 1984 has now been re-instated.
1	HUMBER T.P., STAGE II	2694	2475	8.85	Expenditure to December 31, 1983 on the Supervisory Control Equipment contract was less than estimated increasing the 1984 expenditure accordingly.
2	MAIN T.P., STAGE III	14460	15207	-4.91	
3	HIGHLAND CREEK T.P., STAGE IV	200	343	-41.69	Due to a contractual dispute with our consultant Proctor and Redfern, works envisaged for commencement in 1984 were delayed.
5	HIGHLAND CREEK SEWER SYSTEM	51	51	0.00	
6	SEWER SEPARATION SUBSIDY	5250	2750	90.91	The subsidy payable to East York and York was increased from 25% to 50% on all their projects and the subsidy payable to Toronto was increased from 20% to 40% on two projects.
7	SEWER SYSTEMS - EXTENSIONS AND IMPROVEMENTS	42	200	-79.00	The preliminary actual will be approximately $130 thousand. Funds were provided for commencement of work in 1984 which was not carried out.
	FOR ENTIRE PROGRAM =	22713	21026	8.02	

COMPARISON OF PRELIMINARY ACTUAL EXPENDITURES WITH APPROVED GROSS ESTIMATED EXPENDITURES FOR 1984 (IN THOUSANDS OF DOLLARS)

FOR THE PROGRAM: WATER SUPPLY

ITEM NO. IN 1984	PROJECT NAME	PRELIM ACTUAL	APPR EST.	PERCENT VARIANCE	REASONS FOR ANY SIGNIFICANT VARIANCE
1	EASTERLY FILTRATION PLANT	27	39	-30.77	Work completed for less than estimated.
2	R.C. HARRIS IMPROVEMENTS	583	600	-2.83	The preliminary actual will only be $400 thousand due to delays in preparing and and tendering a contract for the supply and installation of a computerized process control system.
3	R.L. CLARK IMPROVEMENTS	585	600	-2.50	
4	ADDITIONAL PUMPING EQUIPMENT	215	315	-31.75	Final contract prices were lower than estimated.
5	1800 + 1500 MM WM. R.L. CLARK-BLOOR	325	325	0.00	Preliminary Actual will only be $150 thousand. Contract will not be awarded till December 4, 1984.
6	1200 MM WM. MARTIN GROVE WESTWAY-FINCH/ HIGHWAY 400	525	1500	-65.00	Preliminary Actual will be approximately $1,180 thousand The Contractor's progress has been slower than anticipated.
7	2250 MM WM. EASTERLY PLANT TO LAWRENCE/MANSE	0	60	-100.00	Anticipated land settlement was not finalized.
8	1350 MM WM. TO LAWRENCE/MANSE + 750 MM FAIRWOOD/OLD KINGSTON ROAD	0	60	-100.00	Anticipated land settlement not finalized.

COMPARISON OF PRELIMINARY ACTUAL EXPENDITURES WITH APPROVED GROSS ESTIMATED EXPENDITURES FOR 1984 (IN THOUSANDS OF DOLLARS)

FOR THE PROGRAM: WATER SUPPLY

ITEM NO. IN 1984	PROJECT NAME	PRELIM ACTUAL	APPR EST.	PERCENT VARIANCE	REASONS FOR ANY SIGNIFICANT VARIANCE
9	1650, 1350, 1050 MM WM. PRINCE EDWARD/ BLOOR, E. TO ST. CLAIR RESERVOIR	979	2000	-51.05	Preliminary Actual will be approximately $1,300 thousand. Final contract prices for the two watermains were lower than estimated and the contractors progress on the ongoing section has been slower than anticipated.
10	1650, 1350, 1050, 900 MM WM. FRONT PETER-BLOOR/ SPADINA	0	20	-100.00	Funds were provided for final roadway restoration (cut repairs) in 1984 however the work was completed in 1983.
11	750 MM WM. NEILSON - SHEPPARD - PASSMORE	751	700	7.29	Estimated expenditure to December 31, 1983 was lower than anticipated increasing the 1984 expenditure accordingly.
12	ENERGY CONSERVATION	97	200	-51.50	Funds were provided for the implementation of certain energy conserving measures, which upon completion of detailed design were found not to be cost effective and were subsequently not implemented.
13	HIGH LEVEL-COMPUTER/ SUPERVISORY IMPROVEMENTS	1364	1349	1.11	
16	900 WM. MILLIKEN P.S. - WOODBINE/JOHN	1035	1600	-35.31	Final contract price was lower than estimated.
	FOR ENTIRE PROGRAM =	6486	9368	-30.76	

ATTACHMENT C
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MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR REFUSE DISPOSAL

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	ESTIMATED EXPENDITURES (GROSS) TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				THOUSANDS OF DOLLARS								
SUMMARY												
WORKS IN PROGRESS		150,293	61,849	35,764	11,200	5,590	5,145	5,210	5,836	32,981	81,548	
WORKS WITH SOME COMMITMENT		21,707	1,350	401	1,970	3,855	2,400	0	491	8,716	12,590	
WORKS WITH NO COMMITMENTS MADE		13,235	0	0	0	0	0	0	2,162	2,162	11,073	
GROSS EXPENDITURE		185,235	63,199	36,165	13,170	9,445	7,545	5,210	8,489	43,859	105,211	
SUBSIDIES		0	0	0	0	0	0	0	0	0	0	
GRANTS		18	0	18	0	0	0	0	0	0	0	
OTHER EXTERNAL FUNDS		53	0	53	0	0	0	0	0	0	0	
NET CAPITAL EXPENDITURE		185,164	63,199	36,094	13,170	9,445	7,545	5,210	8,489	43,859	105,211	
WORKS IN PROGRESS:-												
1 DISCO TRANSFER STATION	1	11,480	12,959	7,130	4,200	150	0	0	0	4,350	0	
2 IMPROVEMENTS TO TRANSFER STATIONS	7	305	200	10	190	0	0	0	105	295	0	
3 BEARE DEVELOPMENT	4	5,026	4,400	3,626	850	500	50	0	0	1,400	0	
4 BROCK WEST DEVELOPMENT	2	10,565	8,150	5,750	1,025	845	995	1,100	850	4,815	0	
5 BROCK NORTH DEVELOPMENT	10	8,634	2,124	1,050	60	10	10	15	781	876	6,708	
6 KEELE VALLEY DEVELOPMENT	3	104,276	22,900	9,041	4,395	4,000	4,000	4,000	4,000	20,395	74,840	

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR REFUSE DISPOSAL

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	ESTIMATED EXPENDITURES (GROSS)									O.M.B.APPLIC
				TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.		
		THOUSANDS OF DOLLARS											
WORKS IN PROGRESS (cont'd)													
7 LAND FOR REFUSE DISPOSAL SITE	9	8,761	10,310	8,686	75	0	0	0	0	75	0		
8 ENGINEERING STUDIES	8	846	500	271	205	85	90	95	100	575	0		
9 AUTOMATION OF WEIGHING AND BILLING SYSTEM	5	400	306	200	200	0	0	0	0	200	0		
		150,293	61,849	35,764	11,200	5,590	5,145	5,210	5,836	32,981	81,548		
WORKS ON WHICH NO PHYSICAL CONSTRUCTION HAS COMMENCED BUT ON WHICH CERTAIN COMMITMENTS HAVE BEEN MADE													
10 *INGRAM TRANSFER STATION	6	8,545	550	320	1,970	3,855	2,400	0	0	8,225	0		
11 BROCK SOUTH DEVELOPMENT	11	13,162	800	81	0	0	0	0	491	491	12,590		
		21,707	1,350	401	1,970	3,855	2,400	0	491	8,716	12,590		
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE:-													
12 COMMISSIONERS WASTE HEAT RECOVERY	12	13,235	0	0	0	0	0	0	2,162	2,162	11,073		
		13,235	0	0	0	0	0	0	2,162	2,162	11,073		

NOTE: * INDICATES THAT AN ENVIRONMENTAL ASSESSMENT MAY BE REQUIRED FOR THIS PROJECT

ATTACHMENT C

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR WATER POLLUTION CONTROL

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	ESTIMATED EXPENDITURES (GROSS) 1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
					THOUSANDS OF DOLLARS							
SUMMARY												
WORKS IN PROGRESS		635,595	372,818	311,773	28,557	35,401	35,683	34,882	36,052	170,575	153,247	
WORKS WITH SOME COMMITMENT		0	0	0	0	0	0	0	0	0	0	
WORKS WITH NO COMMITMENTS MADE		0	0	0	0	0	0	0	0	0	0	
GROSS EXPENDITURE		635,595	372,818	311,773	28,557	35,401	35,683	34,882	36,052	170,575	153,247	
SUBSIDIES		87,597	0	41,477	3,684	4,935	5,203	5,082	5,258	24,162	21,958	
GRANTS		38,927	0	38,927	0	0	0	0	0	0	0	
OTHER EXTERNAL FUNDS		274	0	274	0	0	0	0	0	0	0	
NET CAPITAL EXPENDITURE		508,797	372,818	231,095	24,873	30,466	30,480	29,800	30,794	146,413	131,289	
WORKS IN PROGRESS:-												
1 HIGHLAND CREEK T. P., III	8	46,769	47,280	46,759	10	0	0	0	0	10	0	
2 HUMBER T.P., STAGE II	2	105,518	71,850	52,762	4,935	6,853	6,887	7,382	7,798	33,855	18,901	
3 MAIN T.P., STAGE III	1	329,315	162,250	136,189	18,395	20,148	20,165	22,078	26,132	106,918	86,208	
4 HIGHLAND CREEK T. P., STAGE IV	3	70,011	26,500	17,883	1,017	5,375	7,025	3,464	0	16,881	35,247	
5 NORTH TORONTO T. P.	4	1,629	3,000	842	100	105	165	174	243	787	0	
6 MID-TORONTO INTERCEPTOR	6	33,606	33,670	32,892	0	0	0	321	393	714	0	
7 SEWER SEPARATION SUBSIDY	5	40,000	26,791	23,643	4,000	2,500	1,000	1,000	1,000	9,500	6,857	
8 SEWER SYSTEMS - EXTENSIONS AND IMPROVEMENTS	7	8,747	1,477	803	100	420	441	463	486	1,910	6,034	
		635,595	372,818	311,773	28,557	35,401	35,683	34,982	36,052	170,575	153,247	

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MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR WATER SUPPLY

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				ESTIMATED EXPENDITURES (GROSS)								
				THOUSANDS OF DOLLARS								
SUMMARY												
WORKS IN PROGRESS		70,756 ~~59,662~~	46,117 ~~34,542~~	33,753 ~~22,814~~	9,247 ~~9,082~~	5,776	5,861	5,487	415	26,786 ~~26,631~~	10,217	
WORKS WITH SOME COMMITMENT		0	0	0	0	0	0	0	0	0	0	
WORKS WITH NO COMMITMENTS MADE		39,673	0	0	250	193	2,340	8,096	7,875	18,754	20,919	
GROSS EXPENDITURE		110,429 ~~90,335~~	46,117 ~~34,542~~	33,753 ~~22,814~~	9,497 ~~8,342~~	5,969	8,201	13,533	8,290	45,590 ~~45,385~~	31,136	
SUBSIDIES		14,893 ~~14,551~~	0	3,412 ~~3,071~~	1,402	895	1,232	2,037	1,243	6,809	4,671	
GRANTS		2,278 ~~581~~	0	2,278 ~~581~~	4 ~~0~~	0	0	0	0	4 ~~0~~	0	
OTHER EXTERNAL FUNDS		60	0	60	0	0	0	0	0	0	0	
NET CAPITAL EXPENDITURE		93,178 ~~84,143~~	46,117 ~~34,542~~	28,006 ~~10,102~~	8,091 ~~7,040~~	5,074	6,969	11,546	7,047	38,727 ~~30,576~~	26,465	
WORKS IN PROGRESS:-												
1 R. C. HARRIS IMPROVEMENTS	1	6,665	4,500	2,503	2,408	1,754	0	0	0	4,162	0	
2 R. L. CLARK IMPROVEMENTS	2	2,798	3,200	1,183	1,615	0	0	0	0	1,615	0	
3 ADDITIONAL PUMPING EQUIPMENT	10	2,679	3,120	2,104	0	160	0	0	415	575	0	
4 1800 + 1500MM WM. R.L. CLARK - BLOOR	3	12,901	2,710	1,569	1,115	0	0	0	0	1,115	10,217	
5 1200MM WM. MARTIN GROVE WESTWAY-FINCH/HIGHWAY 400	4	9,500	6,845	4,882	1,860	2,108	650	0	0	4,618	0	

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MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR WATER SUPPLY

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				ESTIMATED EXPENDITURES (GROSS)								
				THOUSANDS OF DOLLARS								
WORKS IN PROGRESS (cont'd)												
6 1650,1350,1050MM WM. PRINCE EDWARD/BLOOR,E.TO ST CLAIR RES	5	18,098	9,967	8,117	1,024	50	3,420	5,487	0	9,981	0	
7 750MM WM. NEILSON - SHEPPARD - PASSMORE	6	2,761	2,000	1,186	800	775	0	0	0	1,575	0	
8 900 MM. MILLIKEN P.S. - WOODBINE/JOHN	7	3,800	1,600	1,035	45	929	1,791	0	0	2,765	0	
9 ENERGY CONSERVATION	9	460	600	235	225	0	0	0	0	225	0	
10 2250MM WM. EASTERLY PLANT TO LAWRENCE/MANSE	14	1,848	1,845	1,788	60	0	0	0	0	60	0	
11 1350 MM WM. EASTERLY PLANT TO LAWRENCE/MANSE & 750 MM WM. FAIRWOOD/OLD KINGSTON ROAD	15	2,296	2,055	2,236	60	0	0	0	0	60	0	
12 HIGH LEVEL - COMPUTER/ SUPERVISORY IMPROVEMENTS	16	1,539	1,650	1,519	20	0	0	0	0	20	0	
13 ELLESMERE SURGE PROTECTION	17	1,385	1,700	1,380	5	0	0	0	0	5	0	
14 1650, 1350, 1050 AND 900 MM WM. FRONT/PETER - BLOOR/ SPADINA	18	4,026	4,325	4,016	10	0	0	0	0	10	0	
		70,756	46,117.	33,753	9247	5,776	5,861	5,487	415	26,786	10,217.	

MUNICIPALITY OF METROPOLITAN TORONTO
FIVE-YEAR CAPITAL PROGRAM FOR THE YEARS 1985-1989

DETAILED PROGRAM ESTIMATES FOR WATER SUPPLY

DESCRIPTION OF PROJECT	PRIORITY	GROSS ESTIMATED COST	APPROVED BY O.M.B.	TO DEC 31 1984	1985	1986	1987	1988	1989	TOTAL 85-89 INCL.	BALANCE TO COMPL.	O.M.B.APPLIC
				ESTIMATED EXPENDITURES (GROSS)								
			THOUSANDS OF DOLLARS									
WORKS ON WHICH NO COMMITMENTS HAVE BEEN MADE:-												
15 ~~20~~ 900MM WM. ELGIN/DUDLEY - YONGE / FINCH	13	5,467	0	0	0	0	0	936	1,053	1,989	3,478	
16 ~~21~~ 1050MM WM. KEELE - EGLINTON - ST CLAIR	12	3,855	0	0	0	193	1,583	2,079	0	3,855	0	
17 ~~22~~ 1800,1650+1500MM WM. RICHVIEW P.S. TO KEELE RESERVOIR	11	30,151	0	0	50	0	757	5,081	6,822	12,710	17,441	
18 ~~25~~ CENTRAL SECURITY SYSTEM	8	200	0	0	200	0	0	0	0	200	0	
		39,673	0	0	250	193	2,340	8,096	7,875	18,754	20,919	

ATTACHMENT C
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